

HONDA CB650F

FULL FAIRING LIFE

IOM WINNER

# CYCLE! CANADA

CANADA'S LEADING MOTORCYCLE MAGAZINE

## READY TO RUMBLE

NEW R1 MARKS  
THE END OF  
YAMAHA'S  
COMPLACENCY

**2015**  
**SCOOTER**  
**BUYER'S GUIDE**  
THEY'RE NOT JUST  
FOR SISSIES

I'M OK, YOU'RE OK

BMW S1000RR  
LEARNS THE  
IMPORTANCE OF  
POWER JUDICIOUSLY  
ADMINISTERED

Éditions  
Jean Robert

cyclcanadaweb.com

VOL. 45 NO. 05 MAY 2015



Sales contract no. 41147038 CAN \$4.95

**THE RURAL ALBERTA ADVANTAGE:**  
CUSTOM SHOP GIVES SERVICE AND A BURRITO  
+ **ROLL OVER TREV DEELEY — HARLEY-DAVIDSON**  
**RETURNS TO THE MOTHER SHIP**



TRIUMPH MOTORCYCLES AMERICA CONGRATULATES OUR

# 2014 DEALERS OF THE YEAR

## **Southern California Triumph**

Brea, California | (714) 256-6700

United States

Dealer of the Year

## **GP Bikes, Inc.**

Whitby, Ontario | (905) 428-8983

Canadian

Dealer of the Year

## **Triumph Manassas**

Manassas Park, Virginia | (703) 330-1200

Single Line

Dealer of the Year

### REGIONAL WINNERS

#### **Cascade Moto Classics, Inc.**

Beaverton, Oregon | (503) 574-3353

#### **Foothills Triumph Motorcycles**

Lakewood, Colorado | (303) 202-1400

#### **Motoworks Chicago Triumph**

Chicago, Illinois | (312) 738-4269

#### **Triumph City**

Milwaukee, Wisconsin | (414) 358-2465

#### **Triumph NYC**

New York, New York | (212) 989-1414

#### **Triumph of Seattle**

Seattle, Washington | (206) 783-2323



**FOR THE RIDE**



20



42



64



28



32



## FEATURES

### 20 **MERCY!** YAMAHA R1 & R1M FROM AUSTRALIA

Japanese superbikes have traditionally been finely engineered, well priced, and technologically conservative. The R1M tries a new approach—the Japanese litrebike as full-featured exotic.

### 28 **CYCLE CANADA TEST** HONDA CB650F VS. THE LAW

Yet another Nixon skirmishes with the authorities as our James charms himself out of a ticket. The mild-mannered bike had to have had something to do with it.

### 32 **PRESS LAUNCH** FORCE MAJEURE: BMW S1000RR

Neil Graham attempts the improbable—a test of a superbike without use of a single acronym. LOL at his WTF attitude.

### 38 **YOU CAN DIE CROSSING THE STREET**

But at the Isle of Man, you'll likely meet your end in a hedge. Roland Brown rides Michael Dunlop's TT-winning BMW in safer environs.

### 42 **AMBER WAVES OF GRAIN**

The grasses blow, a wrench turns, a gasket seals, a valve depresses, a piston drops and a combustion chamber is filled with air and fuel. Greg Williams tells us what it *means*.

### 52 **2015 SCOOTER BUYER'S GUIDE**

Yeah, we know, you hate scooters as much as you loathe vegetables, environmentalists, and the social safety net (unless, of course, you get sick, then you're OK with it).

### 64 **SHOWCASE**

Paul Shore took a pair of washed-up Ducatis and made them whole again. (But don't ask him to smile about it.)

## REGULARS

06 EDITORIAL

08 READERS WRITE

10 TIMELINE

12 SPECULATOR

70 FIRST PERSON



# CYCLE CANADA

CycleCanadaWeb.com

## Customer Service:

For any inquiries regarding your subscription, please contact: info@editionsjeanrobert.com  
1-855-965-9494 ext. 200

## President & Publisher: Montreal Office

Jean Paré — jpare@editionsjeanrobert.com

## Vice-President Publishing: Montreal Office

Jean Gherlenda — jgherlenda@editionsjeanrobert.com

## Editor:

Neil Graham — neilg@editionsjeanrobert.com

## Assistant Editor:

James Nixon — jamesn@editionsjeanrobert.com

## Copy Editor:

Steve Thornton — stevet@editionsjeanrobert.com

## Graphic Designer:

Anh Dien Huynh — adh@editionsjeanrobert.com

## Contributors:

Bill Petro, Paul Penzo

## Sales Representative: Barrie Office (705) 728-7110

Paul Stewart — pauls@editionsjeanrobert.com

## Sales Representative: Toronto Office (416) 617-6792

Tim Mank — timm@editionsjeanrobert.com

## Sales Coordinator: Montreal Office (450) 965-9494 ext. 204

Alexandra Bourgault — abourgault@editionsjeanrobert.com

## Distribution:

Districor Magazine Distribution Services

## Return undeliverable mail in Canada to:

Subscription Services, Cycle Canada, 300, rue Georges VI, Terrebonne, QC, J6Y 1N9 service@editionsjeanrobert.com  
Fax: (450) 965-0990 Phone: 1-855-965-9494

## Subscription Price: \$25.00 for one year (10 issues)

taxes included. Outside Canada add \$20.00 for postage.

**Advertising:** Rate cards are available from our offices. Other references are published in Canadian Advertising Rates & Data.

**Exclusive Rights:** Editorial content from Cycle Canada may not be reproduced partly or entirely without permission from the publisher.

## Canada

We acknowledge the financial support of the Government of Canada through the Canada Periodical Fund (CPF) for our publishing activities.

Printed in Canada

Legal deposit — Bibliothèque du Québec

Legal deposit — Library of Canada

ISSN 0319-2822

Sales contract no 41147038

A publication of:

**Éditions Jean Robert**

300, rue Georges VI, Terrebonne, Québec, Canada, J6Y 1N9

## Totally - Ultimate Protection Under Jeans!

AMERICA'S BEST SELLING PROTECTION SYSTEM

When you wear these under your jeans, you'll have profound, comfortable, cool protection, whatever your ride. Armor in knee/shin thigh, hips & tailbone.

Loads of amazing rider testimonials online!!



**"The Bus Driver Fell Asleep...."**  
I was wearing Levis over my Bohn Adventure Pants, and my legs were remarkably unscathed by the accident however my buddy's knees looked as if Hannibal Lector had taken a cheese grater to them - Pizza anyone? Sorry, I couldn't resist - jeans just don't cut it when you are sliding down the pavement. Paul Lister TX  
Read the full amazing story online!

**Special Promo! FREE GIFT!**  
Just for trying them!



530-898-9269 **www.CanadaPants.com**  
In-depth info straight to your Inbox [www.CanadaPants.com/info](http://www.CanadaPants.com/info)

## 2015 KTM 390 ORDER NOW FOR SPRING DELIVERY!



390 DUKE \$6,175\*

RC 390 \$6,675\*

\*HST + VEHICLE LIC. FEE EXTRA



390 DUKE

RC 390

**WWW.READYKTM.COM**  
430 Hensall Circle  
Mississauga, ON, L5A 1X7  
Phone: 905-896-1600  
Toll free: 1-855-896-0430



## BEST OF EUROPE

FOLLOW US  
[facebook.com/edelweissbikes](https://www.facebook.com/edelweissbikes)



FOR MORE INFORMATION  
PLEASE VISIT OUR WEBSITE  
[www.edelweissbikes.com](http://www.edelweissbikes.com)

**NORTH AMERICAN INTERNATIONAL  
MOTORCYCLE  
SUPERSHOW**



**JANUARY 8-10, 2016**  
INTERNATIONAL CENTRE • TORONTO

1-888-661-7469 • [motorcyclesupershow.ca](http://motorcyclesupershow.ca)





# THE METER MAID WILL GIVE YOU A FEW EXTRA MINUTES.

The all-new Road Glide® Special Motorcycle.  
Some just enjoy a little extra respect.  
[H-D.com/RUSHMORE](http://H-D.com/RUSHMORE)



UNITED BY INDEPENDENTS

Visit your authorized Canadian Harley-Davidson® Retailer today or online at [harley-davidson.com](http://harley-davidson.com)

\* Vehicle shown may vary visually by market and may differ from vehicles manufactured and delivered. See your Retailer for details.

With the purchase of any new Harley-Davidson® model from an authorized Canadian Harley-Davidson® Retailer, you will receive a free, full one-year membership in H.O.G.® Always ride with a helmet. Ride defensively. Distributed exclusively in Canada by Deeley Harley-Davidson® Canada, Richmond and Concord. Deeley Harley-Davidson® Canada is a proud sponsor of Muscular Dystrophy Canada. ©2014 H-D or its affiliates. HARLEY-DAVIDSON, HARLEY, and the Bar & Shield Logo are among the trademarks of H-D U.S.A., LLC.





He stands six-foot-four, has just turned 30, drives an 18-wheeler, lives in a small Ontario town, and is married to a friend's eldest daughter. He's burly, not heavy, a little like our James Nixon. (If I offended a stranger in a bar—it's happened before—I'd thrill to be in the company of either.) George and I are talking motorcycles. He wants a bike. I ask what he likes. Harleys, he says. My friend's other children groan. I defend George. You like what you like, I say, and encourage him to buy a Harley. But it's not that simple. It never is.

The Harley he wants is \$30,000. You can buy them for less, I say, and suggest a basic big twin. Yeah, he says, but the one he wants is \$30,000.

And he anticipates riding it three or four weekends a year. Overkill, I say. He agrees. I suggest a used Honda Shadow. It's a cruiser, it looks OK, it's reliable, and you'll likely get your money back when it's time to sell. George fixes me with a sour look, grimaces, and sucks air through his teeth. Did I say something wrong? He just can't see himself on a Honda Shadow. He's not a Shadow guy. It wouldn't wash with his Harley-riding friends, he says.

The next time I see George is at the motorcycle show. He looks down at me and asks what I think

If I could *only* own a 20-year-old cruiser with straight pipes and tassels hanging from the handlebar would I remain a motorcyclist? Likely not. I guess I'm a poser.

of the Aprilia Shiver. Gives me the chills, I say. He gives me a sharp look. It's a joke. The awkward moment lingers. It's a good bike, the Shiver, but do you fit it? When he sat on it he didn't put his feet on the pegs. You may want to try that, I say. He walks

away and returns 20 minutes later. It's a no-go, he says. Too tight through the legs.

And then come more questions, about Ducati Scramblers and Triumphs and the BMW R1200GS. All good, I say. Scramblers are nicely priced, and would make a funky four-times-a-year motorcycle. And the adventure-touring Triumphs and BMWs have good legroom. Now we're getting somewhere. And then George says he's never ridden a motorcycle. Really? I ask. Really, he says. We stare at each other. Back to the beginning.

Smaller bikes are discussed and dismissed. Honda CBR125R I say, and we simultaneously howl

in laughter. Then we troll through every little bike from every brand. I list bikes and George hammers down the verdict: too ugly, too fiddly, too orange, too plasticky, too busy, and just too something-or-other that he can't find the words to express. I send George out on the show floor to create a shortlist. He comes back an hour later. He has taken notes on his cell phone and pulls up the questions.

Why, asks George, is the Ninja 650 cheaper than the Ninja 636? One's a sportbike, I say, and the other is not. But the 650, with its larger engine, must be faster than the 636? No, it's the other way around. Huh? And the 650 is a twin, while the 636 is a four-cylinder. So the 650 is like a Harley, he says, because Harleys are twins, too. No, I say, the Harley is a V-twin while the Ninja 650 is a parallel-twin. Different animal. And the 650 is more comfortable than the 636, too. I get it, he says. People buy the sportbike because they're going to use them exclusively on a racetrack. Not really, George, because most people who buy sportbikes don't take them on a racetrack. He stares at me. I tell him that some people (like me) just like sportbikes. And they're more expensive to insure, too, I say. George shakes his head.

George is not satisfied with my answers, and is oblivious to the informal queue of readers who have assembled around the magazine's booth at the show wishing a word with me. George faces me in the middle of the aisle, dividing traffic to one side of him or the other, like a rock in the middle of a stream. My patience is gone.

Sometimes, I say, a motorcycle is just a motorcycle. They're powered two wheelers—all of them—so any choice is the right choice. All the same? Yes, George, they're all the same, really. So why do you have old Italian motorcycles if they're all the same? You're either fixing and cursing or raving and in love, he says. This is unexpected. I want to grab him by the ear and give it a hard twist, but James Nixon is on a plane coming home from Australia, and not beside me to save me should George lose *his* patience. We stand, still, in the aisle.

The act of motorcycling is—and always has been—intimately intertwined with the machinery. I've ridden most motorcycles made in the past 10 years. Could I be happy with most of them? Yes. But if I could *only* own and ride a 20-year-old cruiser with straight pipes and tassels hanging from the handlebar, would I remain a motorcyclist? Likely not. I guess I'm a poser. George, I say, you just need to *start*. You can't tell what you like or dislike by sitting on a bike at a show. You need experience. But where do I get it, he says. By *experiencing* things, I say. Stop thinking and start doing. George smirks. My mom says you've done a lot of that. I drop my head. George slaps me so hard on the shoulder that I suspect he's dislocated it, and then heads off, I presume, in search of someone else to torment. CC



# DATE NIGHT HAS JUST BEEN EXTENDED INDEFINITELY.



## 2015 *Roadmaster*

The first full-touring bike ever from Indian Motorcycle®. Powered by the Thunder Stroke® 111 Engine, with every possible luxury. Full fairing with lowers. Heated grips and seat. Adjustable power Horizon windscreen. Cruise control. Load up the remote-locking saddlebags and trunk, and you have everything you need to ride in comfort from sea to shining sea. **Original. American. Power. Starting at \$26,999.**

Always wear your helmet. Never drink and ride.  
© 2014 INDIAN MOTORCYCLE INTERNATIONAL, LLC

**Indian**  
MOTORCYCLE  
**AMERICA'S FIRST  
MOTORCYCLE COMPANY**



## SQUEAMISH IN SQUAMISH

I happened to receive a copy of your magazine for Christmas from my mother (who, ironically, also bought me a copy of *Men's Journal* since it had a motorcycle on the cover). I haven't been part of the motorcycle community for very long—just starting my fourth season in 2015 (though in that time my Suzuki DRZ has accumulated more than 40,000 kilometres).

I started the Squamish Motorcycle Festival last year in my spare time because of my love for the community and riding. One of the few things I *hate*, however, is the patronizing or sexualized and demeaning way in which I'm treated as a motorcyclist. And I also hate seeing women reluctantly dragged into a sport, or, even worse, perched like pigeons on pillion seats clinging to their reckless boyfriends or husbands, unaware of how much danger they're in. (Sadly, I, too, have been that woman.) Cheers to you for not perpetuating that shit. You've got me hooked on your magazine.

— Suzanne Jolly  
Squamish, B.C.

## HE'S GOT A POINT

It appears to me that Kawasaki derived the new H2's face from the Vaquero cruiser. The more things change, the more they stay the same.

— Antal Gyorj  
Barrie, Ontario



## IT'LL BE THE DEATH OF US ALL

I'm from Sault Ste. Marie, and I suggest this winter will be more than four months long, even if the winter of 1994-'95 was only three months long. The snow came here in early November 2014, and continuing cold weather will likely ensure bare pavement will be hiding under snow until sometime in April. Lake-effect snow is the factor that limits the riding season here, and in Duluth, on the other end of

Lake Superior—where Andy Goldfine lives—has a bit less lake-effect snow due to the prevailing northwesterly winds. So I can understand Andy Goldfine's numbers [Speculator, March].

Looking at the temperatures referenced, I predict that Goldfine put the map together during a period when he was riding a BMW RT. On my 1982 RT, a sweatshirt and my Aerostich were all I needed to ride down to about two or three degrees. Adding an electric vest meant I was fine to minus five degrees. On an unfaired bike, I add the sweatshirt under the Aerostich at nine degrees and an electric vest by five degrees. I turn on my electric grips at 10 degrees and give up riding completely at zero.

Sometimes I cannot wait for winter to end.

— Mark Howson  
Sault Ste. Marie, Ontario

## READERS REMORSE

I have been a subscriber for close to 30 years and have been a reader since the newsprint days. That adds up to about 300 issues. A while back I took the time to complain about an issue. In all fairness, the other 299 issues were pretty good. I hope that you and I are both around for another 30 years.

— Dean Hadd  
Waterloo, Quebec

## GRANDPA, GRANDMA, CALL THE KIDS! SOMEONE READ THE BUYER'S GUIDE!

I was glad to see you added supermotos to the buyer's guide. I've owned nearly 30 bikes, and last year, on a whim, I had my dealer order me a 2014 DR-Z400SM. It is by far the most entertaining bike since my 1977 Yamaha RD400. It's a keeper.

— Paul Boyer  
North Bay, Ontario

## I CAN DANCE TO IT, DICK, SO I'LL GIVE IT A 10

The greatest motorcycle song written is *Blues Theme* by Dave Allen and The Arrows, from the 1967 biker exploitation flick *The Wild Angels*, starring Peter (pre-*Easy Rider*) Fonda and Nancy (*These Boots are Made for Walkin'*) Sinatra.

— Adrian Seppola  
Carvel, Alberta

## STRETCH THAT SWINGARM? NOT AROUND HERE, YOU WON'T

The laws in Ontario must be much more lax than they are here in Quebec. Specifically, were I to have the temerity to venture forth on a stretched-swingarm bike (April CC) I'd likely not make it more than a few kilometres before getting pulled over by any of the three police services that operate in my area. I'd get written up for the swingarm, the lack of rear fender, the non-stock exhaust, the tiny or missing turn signals, and the tiny or missing mirrors. You couldn't possibly hope to use any of the featured bikes, unmolested by the authorities, on public roadways in this province.

And then there was the Showcase Harley. Really, is that roadworthy in Ontario? Let's see—no rear suspension, non-stock exhaust, and a missing front fender. And, again, the turn signals and mirrors—all of which are illegal. (And don't get me started about having the rear wheel sprocket double as a brake rotor. Or that "seat." Yikes.) While I can appreciate that we all have our separate tastes—hell, none of my bikes stay stock—the bikes presented just couldn't be used here.

— Mike Common  
Montreal

## WISDOM, IT'S WHAT WE'RE WITHOUT

To all the naysayers who bemoan the supposed lack of evidence supporting the effectiveness of high-visibility clothing, understand this: it only has to work once—to make you visible to that one driver (and you may never know if it did). Err on the side of caution. It's what wise men do.

— George Dudley Warbeck  
Oakville, Ontario

## YOU HAVEN'T SEEN THE BAR TAB

I appreciate that it's an indulgence, but *Cycle Canada's* fall tours have been our main resource in trip planning. They're absolutely indispensable. I rely on you guys to report on where the twisty roads are. It also makes for a great read in your magazine. I hope you find a way to continue these trips, but if not, you're cordially invited to join us on ours. (By the way, they're just as expensive for us, and getting time off is never easy.)

— Brad Myers

Send your letters by email to [cyclecanada@editionsjeanrobert.com](mailto:cyclecanada@editionsjeanrobert.com). Include your address. Name and address will be withheld upon request.



INTRODUCING THE SPYDER F3

IF YOU THINK IT LOOKS  
GREAT ON PAPER, WAIT  
UNTIL YOU SEE IT IN ACTION.



VISIT YOUR LOCAL CAN-AM® SPYDER®  
DEALER FOR A TEST RIDE TODAY.

Experience the soul-stirring exhilaration of the all-new Spyder F3. With a cruising riding position, high-torque Rotax® 1330 ACE™ engine, personalized fit, and signature Y-Frame design, you'll ride with a feeling of complete freedom and confidence. The evolution of riding is here. Visit [CanAmSpyder.com](http://CanAmSpyder.com) to register for a test ride today.

RIDING HAS EVOLVED.

**can-am**




**SPYDER**  
**F3**

©2014 Bombardier Recreational Products Inc. (BRP). All rights reserved. \*, ™ and the BRP logo are trademarks of BRP or its affiliates. In the U.S.A., products are distributed by BRP US Inc. Some models depicted may include optional equipment. Always ride responsibly and safely. Always observe applicable local laws and regulations. Don't drink and drive.









What? I can't hear you. Bill Petro is yelling at me from half a block away at the back end of a 500 mm lens. As I strain to hear, it strikes me: I'm stopped on the train tracks. I'm a moment of bad timing away from a why-are-people-so-stupid mention on the six-o'clock news. I'm on the tracks so that Bill can fix a precise focus point. Or so it would seem—the bigger problem is that Bill and I don't speak the same language. Bill can talk. But he can't talk about things in ways that make sense to me. He's like a beat poet. Or a teenager.

Bill has photographed, on and off, for the magazine since the dawn of time, which was the year 1973. I like to remind Bill that I was eight when his photographs first appeared here. Maybe I've mentioned it once too often.

Even while standing right next to Bill, I don't understand what he's going on about. At a motorcycle show this winter I dashed into a washroom when I saw Bill coming my way. Better to hide in a stall until the threat passed.

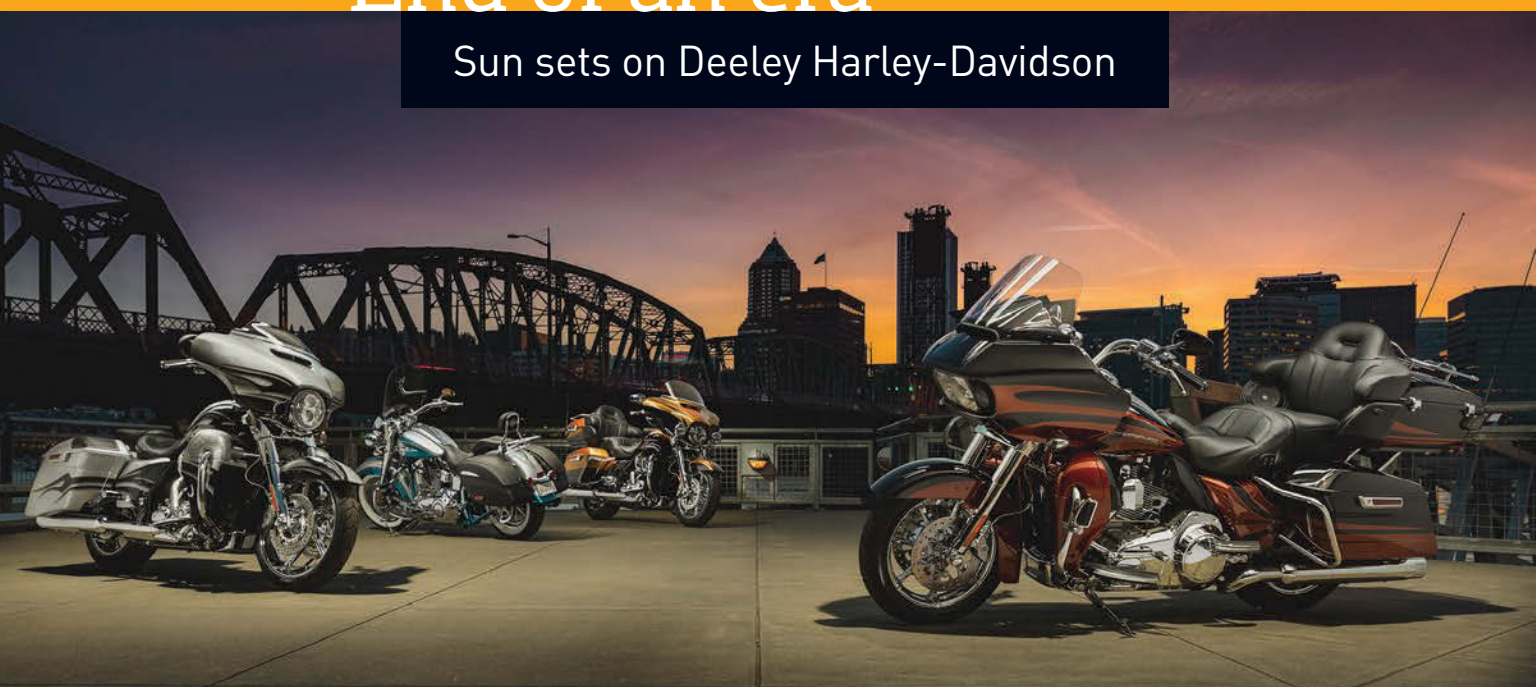
But none of this matters, of course, because Bill is a genius. He'll do anything to get the photograph. He's strapped himself to sidecar rigs, on the seats of motorcycles facing backward, and plunked down in the middle of a highway on his belly. (I've whizzed a footpeg three inches past his ear and he didn't flinch.) I admire him so much I could kiss him—as long as we didn't have to talk about it afterwards. [cc](#)

— Neil Graham



# End of an era

## Sun sets on Deeley Harley-Davidson



**W**e sift through dozens of press releases every week. Most receive a quick skim before being sent to the trash. But this press release, sent out in late February, stopped us short.

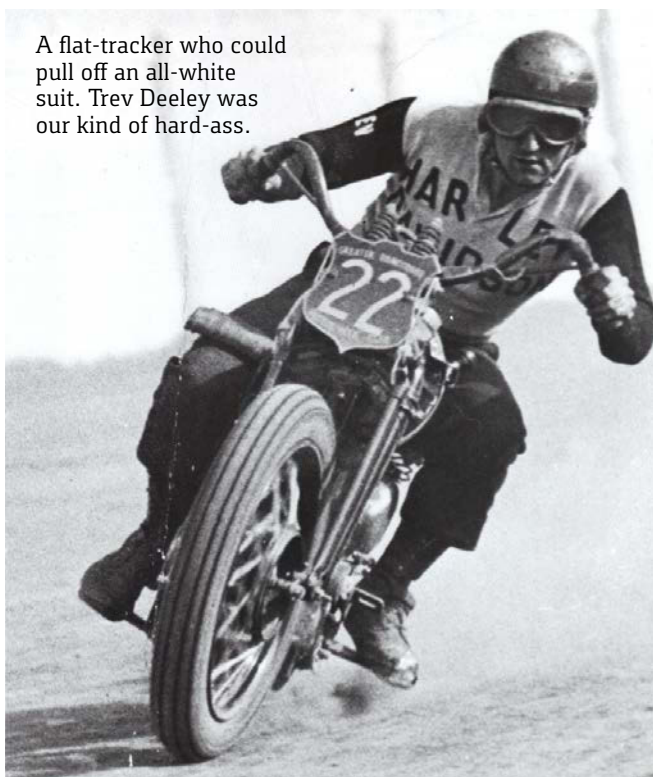
"Harley-Davidson plans direct distribution to independent dealers in Canada," it states. Canadian H-D distribution is currently handled by a third party, though that arrangement expires — and will not be renewed — on July 31, 2017. That third party is Deeley Harley-Davidson Canada, which has been the exclusive distributor of H-D products in Canada since 1973. "The contributions of the Deeley organization to Harley-Davidson's customers and the business in Canada have been tremendous, and we have the highest regard for the entire Deeley team," says Mike Kennedy, VP and managing director of H-D North America. What's the reason for cutting out the middleman, especially one with such a positive and long-standing relationship? Consistency.

Part of its global growth strategy, says Harley, is to switch "to a globally consistent model of direct distribution to independently owned dealers." The setup allows Harley to directly manage marketing, sales to dealers, dealer recruitment and retail capabilities, consumer events, and other "in-market

activities" — basically, to have almost complete control of the relationship between its motorcycles and the public. "We have made this decision to transition to direct distribution in Canada after long and careful consideration, and solely growing out of our global business strategy," says Kennedy. The move has already been made in other major markets, including Brazil, Australia, Italy, and Scandinavian countries — in fact, Canada is one of the few remaining markets with a third-party distribution arrangement. The desire for consistency sounds reasonable enough, but what about that third-party distributor?

The Deeley name as a business venture goes back much further than the deal with

A flat-tracker who could pull off an all-white suit. Trev Deeley was our kind of hard-ass.







Don James (at right) is current Deeley boss. Trev (centre) died in 2002.

Harley-Davidson in the '70s. Fred Deeley (known as Fred Sr.) emigrated from England to the Vancouver area in 1914. He opened a motorcycle and bicycle shop called Fred Deeley Ltd., where, among other brands, he sold BSA bicycles. When the war made British marques hard to come by, he started importing American iron, acquiring Canada's first Harley-Davidson dealership in 1917. In 1925 he opened a second shop, which was run by his son, Fred Jr.

And then there was Trevor. Throughout his life he had many names — Daredevil Deeley, Mr. Motorcycle, the Motorcycle Millionaire — but most people simply called him Trev. A son of Fred Jr., Trev was first photographed astride a motorcycle at the age of two. At 15 he was apprenticing in his dad's shop. He had a successful flat-tracking career in the '40s and '50s (he won 22 straight races in 1948), some of that time with Harley factory support. "The willingness to put in an elbow, cut off an opponent or ride another competitor into the rail became one of Trevor's characteristics," Frank Hilliard wrote in his biography *Deeley: Motorcycle Millionaire*. (Our math skills are weak, but we're pretty sure that's three characteristics.)

Trev retired from racing when he was 37 and focused on the family business. In 1957 he struck a deal with Honda to become the brand's first distributor in the English-speaking world (so the story goes). The first bike he brought in was the humble 250 Dream. (Apparently he began importing Yamahas in 1962 under a different company name, though details are scant.) Relations with Honda soured — Trev liked doing things his way and Honda was becoming "dictatorial," according to *CC*'s January 1978 issue — so he sold the Honda interest and focused on Yamaha. Trev sponsored a legion of road racers during his Yamaha years, including the legendary Yvon DuHamel. The relationship with Yamaha lasted until Yamaha Motor Canada took over distribution in 1973, though Trev stayed on as vice-president for another year.

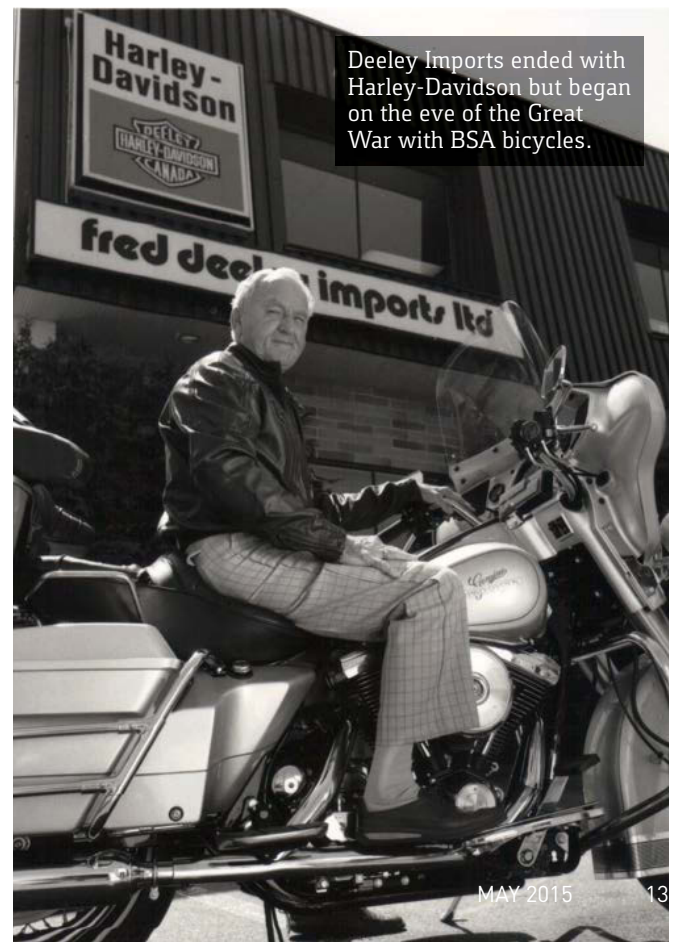
Meanwhile, he'd been asked by Harley to become its exclusive Canadian distributor. In 1973, along with business partners Don James and Harold Lenfesty, he formed Fred Deeley Imports Ltd. to handle H-D distribution. The rest is history. Trev was named to Harley's board of directors in 1985, a position he held until retiring in 1993. The business has been massively successful — the plethora of Harleys on Canadian roads is proof of that — and Fred Deeley Imports Ltd. eventually became the Deeley Harley-Davidson Canada we know today.

But what about tomorrow? The current arrangement expires in 2017, but the press release says Harley and Deeley H-D Canada

are currently discussing an agreement that could move the transition to as early as the third quarter of 2015, which suggests a high degree of mutual cooperation.

Trev Deeley died in 2002; will part of his legacy now pass with the dissolution of Deeley H-D Canada? (Trev Deeley Motorcycles, an H-D dealership in Vancouver, will, at the very least, keep the name alive.) Or are there plans to keep the company going in some other capacity? And what about the premises? Deeley H-D Canada currently has offices in Concord, Ontario, and Richmond, B.C. Will one (or both) of these become an official Canadian Harley headquarters? Will such a thing exist? More importantly, what about the *people*? Will jobs be lost because of the move to direct distribution? If so, how many? We tried to contact Don James, co-founder and majority owner of Deeley Harley-Davidson Canada, and a director on the Harley-Davidson board, for answers. At press time, James was not available for comment. Janet Tinsley, senior manager of marketing services and communications for Deeley H-D Canada, told us there is no new information beyond what has already been stated in the press release. "When more information is available it will be released," Tinsley says. "At this point, anything we say would be pure speculation."

And how will this affect you? Cost for the end consumer generally drops when a third party is removed from a financial transaction — though whether that will be the case here — and if so, by how much — is not known. "The entire Deeley organization will work closely with Harley-Davidson to ensure a seamless transition and ensure that Canadian customers continue to enjoy an outstanding Harley-Davidson product, service, and support experience," says Malcolm Hunter, president of Deeley H-D Canada. Deeley: gone, and likely soon forgotten, like the last leaves of fall. [CC](#)



# Canadian connection

Vetter who? David Hannigan did fairings too

It began with an email chiding us about Greg Williams's column in the January issue. Williams relates the story of Glen Barreth, who participated in fairing guru Craig Vetter's fuel economy challenge. "The article gave a lot of background to Vetter," the reader wrote. "Why don't you write about David Hannigan and his fairings, produced in Toronto before he took on sidecars and trikes. And he's Canadian, which would fit the title of the magazine: *Cycle Canada*." Point taken.

David Hannigan, now 65, was born in Big River, Saskatchewan, where he graduated from high school — but only just. "I barely passed grade 12 because I was building an Indian chopper when I should've been studying," Hannigan says. "I didn't much care what my grades were, I was more interested in getting that bike built. I knew I'd end up in the motorcycle industry, and in 1968 moved to Saskatoon and got a job at a motorcycle shop."

It was there he began fiddling with fairings. By the time he and wife Ruth Anne moved to Toronto in 1974 and opened a BMW dealership, Hannigan had already built his first Hannigan fairing. "People would come to the shop and see that fairing on my R90S and want to buy it, so a year after starting the dealership we started the Hannigan Fairing Company," he says. At first they outsourced the fibreglass work and just did assembly. By the following year they were doing all their own fibreglass and metal work. "We realized that if we were going to do this we need to do it ourselves." Business peaked in 1983. "We built 454 fairings that year and had eight employees. About 75 percent of those fairings were going to the U.S."

So many stateside customers contributed to the Hannigans' decision to move to Murray, Kentucky, in 1992, though by then demand for fairings was down. "There were so many original equipment manufacturers doing them," he says. They continued

producing fairings until 1998 (they made 12 that year). "In 1999 we sold the moulds and the rights to a guy in Paris, Arkansas. He continued building them until around 2011."

But the fairing downturn didn't leave Hannigan destitute; like any savvy businessman, he'd diversified — into sidecars, initially. "The first sidecar happened in '81," he says. "It was fairly standard, sort of looked like a TR500 made by Steib for BMW. But we always wanted to build something that was very aerodynamic and roomy, a two-seater." That vision took shape in 1985 when they built the first "sorta spacey-lookin' Hannigan sidecar" — the Astro — to pair with his Yamaha VMAX. "The Astro was unique in its day. There was good demand for it."

Hannigan Motorsports now offers a wide range of classic, sport, and touring sidecars — but most of its business is in trikes. "Our first trike was built in '96," Hannigan says. "Actually, that was a tri-car, a trike with a sidecar. We built our first normal trike in '99 out of a Gold Wing."

Now Hannigan has a complete range of trike conversions spanning Honda, Harley-Davidson, BMW, Kawasaki, Yamaha, Indian and Triumph models. "I think we're up to 23 different trikes, and we're working on some new models as well — the Victory Cross Country and Indian Roadmaster. We're the only one building a BMW trike and the Yamaha Venture, just about the only one with the Harley V-Rod, and we do the Kawasaki Vulcan series. We diversified to try and keep our numbers strong." As you might guess, Gold Wings account for a good portion of those numbers — but not as much as they used to. Hannigan says that four years ago Wings were about 50 percent of production; now the number is down to 25 or 30 percent. Hannigan's BMW K1200LT trike is a surprisingly steady seller. "Since we came out with the



It came from Big River Saskatchewan. Or rather David Hannigan did. He's been in the U.S. for years, but was glad to hear from us on his 65th birthday.





STARTING AT  
**\$14,499** MSRP

## 2015 VICTORY GUNNER™

**RIDE ONE AND YOU'LL OWN ONE.**

[victorymotorcycles.com](http://victorymotorcycles.com)



Victory and Victory Motorcycles® are registered trademarks of Polaris Industries Inc. Always wear a helmet, eye protection, and protective clothing and obey the speed limit. Never ride under the influence of drugs or alcohol. ©2014 Polaris Industries Inc. \*MSRP is the Manufacturer's Suggested Retail Price.



## FAR AND FAST

## Hannigan's Epic Ride

This isn't the first time David Hannigan's name has graced these pages. Hannigan mentioned a piece by Tom Stewart in our March 1981 issue about an endurance ride he did back in the '70s. We unearthed it from the archives and lamented that lost era when men were men and motorcycles were scared.

But seriously, Hannigan's story is impressive: one man, one bike, and 2,900 km in 24 hours. "Far and fast is the only way Dave Hannigan rides," Stewart writes, and then asks why a farm boy from Saskatchewan would "embark on a road-burning, apex-strafting, flat-out blast from Saskatoon to San Francisco?" Simple — because his BMW R90S *can*. And he has a weekend to fill. And he misread the map.

Hannigan had heard of an upcoming BMW rally just outside San Francisco in June of 1974. He'd also heard of Philip Funnell, a renowned Vancouver BMW dealer. Funnell was something of a hero for Hannigan, having once clocked a 2,400 km day on a 750 cc BMW. Hannigan hand-measured a map (inaccurately — but we'll forgive him; this was before the all-knowing Internet Age) and figured it'd be a 2,250 km ride.

He said goodbye to his wife, who, according to Hannigan, "figured I was crazy," and left at 4 p.m. on a Friday. He made brief stops in Idaho, where truckers told him the high-altitude roads ahead were covered in snow and ice, while lower routes were clogged with deer (he chose the latter). In Nevada, he "started seeing more lanes of traffic than I knew were there." He got to the outskirts of San Francisco on a Friday afternoon and spent 40 more kilometres finding the rally itself — he arrived with just shy of 3,000 kilometres ridden. Stewart says that when Hannigan arrived "covered with 2,900 km of bugs and road grime ... he had proved, to the rallyists at least, what they all wanted to believe:



that the new flagship of the BMW line was powerful, fast, reliable and without doubt the Best Motorcycle in the World." A testament to the bike — and some fine promo for BMW — to be sure, but it also says something about the man. Was his an act of resounding resilience, or reckless stupidity?

"The man and his motorcycle are a pair," Stewart writes. "When it comes to running far and fast, long and hard, they simply don't know how to lose."

No, that's not a mower deck behind the Harley. Hannigan's gift is understanding what people want to buy — and these days, more and more — that's trikes.







# GEAR UP. MAKE LIFE A RIDE.

Wake up every morning with your engine running and ready to look the part. BMW Motorrad riding apparel makes it easy to turn heads, on and off the road. It's the perfect crossroad where style meets function. Gear up to an epic level of comfort and safety that lets you lose all inhibitions. That's how you make life a ride – your style, your way. Embrace your uniqueness. After all, your entourage awaits.

Contact your local area BMW Motorrad Retailer for a look at the complete BMW Motorrad Apparel Collection or visit us on-line at [www.bmw-motorrad.ca](http://www.bmw-motorrad.ca).



The Ultimate  
Riding Experience.\*

BMW Motorrad  
Canada

[bmw-motorrad.ca](http://bmw-motorrad.ca)

© 2015 BMW Motorrad Canada. "BMW", the "BMW Logo", "The Ultimate Riding Experience", a BMW model designations and all other related marks, images and/or marks are the exclusive properties and/or trademarks of BMW AG, used under license.



LT conversion in '03 we've averaged one a week. The new K1600GTL is turning out to be the same."

For Hannigan, diversification doesn't stop with three wheels; Hannigan Motorsports also makes a Gold Wing "quadracycle." The idea for the quad initially came from a reverse trike Hannigan was working on in 2006. "We were testing and tweaking it, trying to get it to track properly," he says. "One day I was looking at it and thought, Gee, I should build another one and just put it on the front of a trike." They did, and showed the reverse trike and the quad at Daytona in 2007. Development of the quad continued, including a run to a Gold Wing rally in Billings, Montana, in 2008. "I wanted to put it through its paces going up the Beartooth Pass," he says. "Because it has such a long wheelbase and doesn't have the single wheel at the back, which a reverse trike pivots around, it's very stable." He's even taken one to Deals Gap. "You can do full power slides with that thing, rear wheels just squawking. It's a fun toy."

But, he concedes, it's expensive (front and rear kits cost \$7,595 and \$8,395 — and

that's before installation and options), and there can also be licensing issues. "It's not a car; it's a four-wheel motorcycle. That's been a restriction. We tell people who are seriously interested to take a picture of one to their local constabulary to see what they'll say. We sell a few of them, but not a lot."

Hannigan is celebrating 40 years of manufacturing with a 40th birthday party this June — and guess what, Craig Vetter will be there. "We've known Craig for many years," Hannigan says. "In some respects he's been a bit of a mentor. I had one of the original Vetter fairings in '71. I rode to the BMW national rally in Tablerock, North Carolina, in '74 and he was doing a sidecar seminar. I had no interest in sidecars at the time, but I had enormous respect for him because I'd been riding behind one of his Windjammers prior to perfecting my own fairing. I always appreciated his designs."

Speaking of birthdays, we actually telephoned Hannigan on his 65<sup>th</sup>. "Making a connection back to Canada is a great birthday present," he says. By the time this goes to print our best wishes will be belated, but we send them out, just the same. CC



#### Island BMW

Victoria, BC  
Tel: (250) 474-2088

#### Vancouver Motorrad

Vancouver, BC  
Tel: (604) 731-5505

#### Pacific Motorrad

Richmond, BC  
Tel: (604) 276-2552

#### Bentley Motorrad

Kelowna, BC  
Tel: (778) 755-5540

#### Argyll Motorrad

Edmonton, AB  
Tel: (780) 435-6811

#### Blackfoot Motorrad

Calgary, AB  
Tel: (403) 243-2636

#### European Motorrad

Saskatoon, SK  
Tel: (306) 934-3717

#### Wildwood Sports

Winnipeg, MB  
Tel: (204) 477-1701

#### Budds' BMW

Oakville, ON  
Tel: (905) 845-3577

#### BMW Toronto

Toronto, ON  
Tel: (416) 623-4269

#### Maranello Motorrad (Opening soon)

Toronto, ON  
Tel: (416) 997-1400

#### Endras Motorrad

Ajax, ON  
Tel: (905) 619-5522

#### Wolf BMW

London, ON  
Tel: (519) 951-9482

#### Ottawa Motorrad

Ottawa, ON  
Tel: (613) 731-9071

#### Monette Sports

Laval, QC  
Tel: (450) 668-6466

#### Moto Internationale

Montréal, QC  
Tel: (514) 483-6686

#### Moto Vanier

Québec, QC  
Tel: (418) 527-6907

#### Carrier BMW (Now Open)

Drummondville, QC  
Tel: (819) 395-2464

#### Evasion BMW

Sherbrooke, QC  
Tel: (819) 821-3595

#### Atlantic Motoplex

Dieppe, NB  
Tel: (506) 383-1022

#### Avalon Motorrad

St John's, NL  
Tel: (709) 726-6500



Hannigan today, with a BMW outfit. He's always travelled in a universe close to, but not necessarily part of, motorcycle convention.



BMW Motorrad  
Canada



The Ultimate  
Riding Experience®

[bmw-motorrad.ca](http://bmw-motorrad.ca)

**WHEREVER YOU'RE GOING,  
HERE'S A PROMISE: IT WON'T BE BORING.  
BECAUSE IT WILL BE  
WHERE YOU WANTED TO GO.  
MAKE LIFE A RIDE.**

© 2015 BMW Motorrad Canada. "BMW", the "BMW Logo", "The Ultimate Riding Experience", all BMW model designations and all other related marks, images and symbols are the exclusive properties and/or trademarks of BMW AG, used under license.



## PRESS LAUNCH

YAMAHA R1 & R1M



R1 (above) and R1M.  
They're the shiny lovely  
things we most want now.



# MotoGP for the masses

The new-for-'15 YZF-R1 was years in the making. Is it worthy of the wait? By James Nixon





I'm queued up on pit lane at Australia's Sydney Motorsport Park (SMP) for the launch of Yamaha's all-new YZF-R1. Randomly drawn numbers have gridded me as the lead rider of our press launch session. We're to maintain order and follow a Yamaha staffer for one lap before cutting loose on the circuit. I'm tense. It's winter and I haven't ridden in more than two months. It doesn't help that pro racers Cameron Donald (Isle of Man TT regular), Steve Martin (World Superbike vet and World Endurance champ), and Josh Brookes (British Superbike competitor) are lined up behind me. With the obligatory lap-in-sequence completed, the hotshots filter past and I settle into the bike and learn

the track. Space and time equal improvement and speed, and the R1 facilitates the learning brilliantly.

Good bikes take time, but the length of the R1's gestation was becoming ridiculous — especially in a segment that demands constant evolution. Yamaha's top-of-the-line superbike last received a full overhaul in 2006, and since then changes have come incrementally — new electronic controls (ride-by-wire throttle and a chip controlled intake system) in 2007, the crossplane crankshaft configuration in 2009, and then, in 2012, the adoption of traction control. And then we waited.

Meanwhile, European manufacturers continued incorporating state-of-the-art technology into their superbikes — think of the sophisticated electronics of the Ducati Panigale, Aprilia RSV4, or, Everyman's Superbike, the BMW S1000RR. (The latter with *rear wheel* horsepower securely into the 190s.) The 2015 R1 — and its higher-specification sibling, the R1M — debuts a dramatically different appearance, all-new internals, and MotoGP-derived gadgetry.

My morning track sessions are on a base R1 wearing Bridgestone RS10R supersport tires (RS10s come stock). For the first session the R1 has the standard ECU, which has a top-speed limiter (relax, it's good for 299 km/h, sufficient for that early Sunday nip out of town on Macleod Trail) and, to meet North American noise requirements, the engine detuned for claimed crankshaft horsepower in the mid-190s. The rest of the day is spent with a "circuit" ECU, available as an option (no price yet, but figure on \$300 to \$400). It removes the speed limiter, deactivates linked braking and rear ABS, sets front ABS to circuit spec, and restores the R1 to its claimed full 200 crankshaft horsepower.

And an R1 at full power is righteous, man. I spend the first session in mode C (early electronic intervention and softened power delivery) feeling out a challenging track with tight esses, fast

## THE LOWDOWN ON THE HARD PARTS

A new bike isn't really new unless you tinker with its ticker. The R1's 998 cc inline four still uses Yamaha's crossplane crankshaft design, but the new mill is slimmer, trimmer, and more powerful than its predecessor. Friction losses and rotational mass are reduced, new camshafts have more lift and revised timing, the lubrication system is new, the clutch is lighter and more compact, and a new transmission has revised gear ratios (first through fourth slightly lowered from last year's). And, a first for a production bike, the R1 receives fracture-split connecting rods made of titanium (40 percent lighter than steel). Magnesium engine covers and aluminum engine bolts contribute to a weight savings of four kilos.

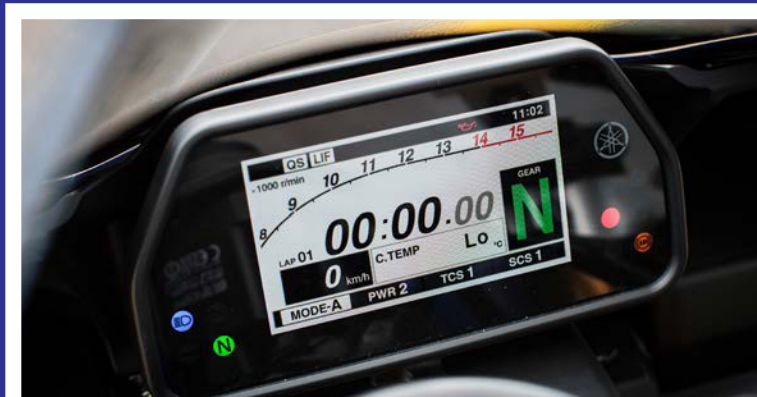
A new aluminum deltabox frame cradles the engine, with rigidity and balance meant to mimic the M1 racer. It's compact, and, says Yamaha, set for circuit riding, with a focus on corner entry and front-end feel. The subframe is magnesium and the aluminum swingarm uses an upward truss-type design to make room for the mid-ships muffler. The swingarm is 15 mm shorter than before, which Yamaha says improves traction on corner exits.





## PARADISE BY THE DASHBOARD LIGHT

The R1 has a 4.2-inch thin-film-transistor instrument panel that can be swapped between white and black backgrounds. It can also be switched between street and track layouts. The latter shortens the tach from 8,000 to redline, and illuminates the lap number, the lap time, and displays the selected gear prominently. Both show riding mode and power map, as well as traction control and slide control settings. It sounds complicated, but the system is intuitive and easy to operate using a mode button and toggle switch on the left grip and menu scroll wheel on the right. Who knew superbike controls could be so simple?



Photographs don't do the bike justice. It's absolutely beautiful in the metal. And that some of that metal is magnesium and titanium is icing on the cake.



sweepers, blind crests, off-camber corners, hard acceleration and braking zones, and an absurdly tight hairpin. After staying out of the weeds (the forgiving R1 has more to do with that than I do), the next two sessions are split between modes B and A (less electronic intervention and harder power delivery in B, and even less intervention and unrestrained power in A). But forget all that. What matters is that the sensations are sensational.

First, there's the acceleration. The quickshifter nips up through the gearbox effortlessly and the R1 surges forward at an alarming rate — within two blinks I hit 280 km/h on the front straight (and that's in *fifth*, with plenty more to come). Except it doesn't *feel* that fast because of the calm created behind a new fairing and windscreen inspired by the M1, Yamaha's MotoGP machine. The cockpit is roomier than the old R1's (an additional 10 mm pegs-to-seat and 55 mm more in seat-to-handlebar distance) allowing even a lumberjack like me to tuck in.

At such speeds, corners come quickly. Clutch pull is light, downshifts are sharp, and the R1's midrange is meaty enough — flawless fuelling helps too — that some downshifts are elective rather than compulsory. You can carry a higher gear through a corner, but you can only carry so much speed; thankfully, the R1's brakes are ferociously good. An all-new front stopper uses 320 mm rotors and powerful monobloc four-piston calipers. A two-fingered touch is all you'll need, and modulation is incredibly precise. During the entire day ABS only intervenes once, and at that only in my first session (I'm in high-intervention mode C) when I overshoot the hairpin. It steps in smoothly and allows me to safely negotiate the corner. (I doubt it would've intervened at all in the more permissive B or A mode.)

The bike's handling is impeccable. At 199 kg soaking wet, the R1 is light (cast magnesium wheels help) and turns in very quickly. A wide, flat, firm seat, which melds perfectly with the 17-litre aluminum fuel tank, allows for easy side-to-side

## ELECTRONIC ELATION

The brain behind the new R1's electronic wizardry is the proprietary six-axis Inertial Measurement Unit (IMU) first introduced on Yamaha's M1 MotoGP machines in 2012 (Jorge Lorenzo won the championship that year). Now it's on a production bike — who says racing serves no purpose?

The IMU uses a gyro sensor to measure pitch, roll, and yaw, and a g-sensor to measure forward-backward, up-down, and right-left g-forces. It does so continuously, meaning that at any given time the unit knows exactly what the motorcycle — and by extension, its rider — is doing. If you raise your butt cheek to pass gas halfway down the front straightaway, the R1 will sense it.

This information allows a multitude of high-tech safety nets and functions to be executed with exactitude. There's lean-angle-sensitive traction control and, working in conjunction with traction control — and a first on a production bike — a slide control system lifted directly from the 2012 M1. Slide control modulates engine output when it detects the rear wheel sliding out during acceleration. Then there's wheelie control, launch control, and a brake system that links the brakes front-to-rear, but is sensitive to lean angle (more lean, less rear brake). The level of intervention of all of these systems can be adjusted, or, if you have a death wish, deactivated. There are also four power modes varying the aggressiveness of throttle response, one of which reduces peak power. To protect your sanity from the sheer magnitude of adjustability, the system comes (amen) with four factory presets.



## R1M is a new idea in sportbikes — the Japanese machine as exotic

movements. The base bike comes with fully adjustable KYB suspension bits that are far from basic. Front end feel from a 43 mm inverted fork is excellent from entry to exit, and the R1 remains predictable and planted even in SMP's tightest sections.

Giving it stick on exits elicits a flicker of lights from the dash that tells me traction and slide control are stepping in, though modulation is so seamless all I feel is a smooth surge forward. (I only occasionally provoke such intervention in mode B, and never in A. The rate at which you must ride for these systems to intervene in their most permissive settings is — for now — beyond me, and, I suspect, for most riders.) Likewise, Lift Control modulates power wheelies with such precision that even a ham-fisted novice can look like an old hand, gracefully raising and lowering the front wheel. Riding a superbike at speed on a track is intimidating, but the R1 almost makes it easy. Almost.

And just when you think things couldn't get any better, there's the R1M. Unbelievably, it takes the R1 package and refines it further with stunning details (hand-polished and clear-coated fuel tank and swingarm and sinuous carbon fibre fitments), and, more importantly, Öhlins electronic suspension, which continuously and automatically adjusts compression and rebound rates front and rear. The result? The R1M consistently feels more dialed in than the R1 — because it is. (Part of that can be attributed to running afternoon sessions on sticky Bridgestone V02 slicks, but the bike's sophisticated suspension system deserves much of the credit.) For racers who want to make minute adjustments, or for those who can't leave well enough alone, the R1M's suspension can be fine-tuned.

Electronic sophistication doesn't stop there. The R1M also comes with a GPS-equipped Communication Control Unit (it's an option for the R1), which, in conjunction with the Inertial Measurement Unit (IMU), allows ride data to be





## R1 REFLECTIONS James Nixon lights a cigarette and reflects on his first superbike experience

**N**o amount of talk or contemplation can prepare you for the sensation of riding a superbike at speed (and I mean at speed *on a track*). I spoke at length with experienced colleagues prior to the R1 launch. The conversations ended the same way: “You’ll see.” Reading a book on skydiving isn’t the same as doing it, after all. At some point you have to jump.

After riding the R1 on the track my limbs are heavy, my muscles ache, and my mind is blank. Maintaining proper body position requires a great deal of core strength, and being large and long-limbed places extreme demands on muscles and joints. After five sessions my groin and knees are screaming. It’s clear that to do this properly, to be more than a casual track rider, my flexibility, muscular stamina, and functional strength need to improve. Dropping 30 pounds wouldn’t hurt either.

But beyond the physicality, there’s the *intensity* of speed. Knowing you need to be relaxed on the bike, to have

a light touch on the grips, to move with the machine rather than fight it, is totally different than actually *being* relaxed. Only with familiarization, or a combination of ignorance and innocence (think of how bold you were as a child), can the state of just *doing* be achieved. At lunch I notice my cheeks are sore and realize it’s because I’ve been clenching my jaw all morning.

Processing what’s occurring at absurd speeds takes a massive mental toll.

And, if you’re taking it seriously, it’s not just for a couple of corners; it’s sustained intensity, all lap long, lap after lap. You’re always thinking, preparing, linking sections together; no wonder we have so little left when it’s over. There are people who when they’ve pushed a superbike to speed on a track are scared shitless — they’ll never attempt it again. Me? I want more.



## PRESS LAUNCH

### YAMAHA R1 & R1M



recorded and downloaded wirelessly to the Yamaha Y-TRAC app on a smart device, where it can be overlaid on satellite maps. That means that while the missus is screaming at you to put down that tablet at the dinner table, you can figure out how to save two-tenths in the second sector at your Shannonville track day—all while her spittle is still airborne.

Truly, the R1M is MotoGP for the masses, as close as you can get to putting Rossi's M1 in your garage—and it's *street legal*—and yet the standard R1 is no slouch itself. After five sessions I'm nowhere near the likes of Donald, Martin, and Brookes, but I'm much more comfortable riding a superbike at speed than I expected. For we mere mortals, the reassurance and flawless function of the R1's electronics are a boon to be embraced.

But are people ready for such sophisticated speed? According to Yamaha Canada's John Bayliss, the public is ready, willing, and positively clamouring to pay \$22,999 for the R1M. Sadly, many will be disappointed. Each R1M destined for Canada is spoken for; it was sold out by the time the winter motorcycle show circuit left Edmonton in mid-January. Granted, it's a limited-run model, with fewer than 100 slated for our shores; it was bound to sell out. (Some dealers may have put deposits down in the name of "John Doe," meaning there could be ownerless R1Ms out there. Make discreet inquiries at your local dealer. And bring cash.)

This has implications for R1 sales, too. Many would-be R1M buyers, says Bayliss, are now settling for the \$18,999 R1 (if that's "settling" I'm all for it), which means its numbers are dwindling quickly. Even if you're too slow to react and out of luck for 2015, don't despair; if the new R1 has taught us anything, it's that good things are worth waiting for. [CC](#)

## PARADIGM SHIFT

The development focus for the R1 had previously been street first, track second. This formula was successful in both spheres; the R1 has been a sure-selling street model and secured racing championships (notably, the 2009 World Superbike crown). But, as with any design, the same-old can't stay the same forever.

This time it's different. In an effort to inject life into Yamaha's lineup, the R1's development focus is reversed. "This bike is built to win on the racetrack," says Hideki Fujiwara, project leader for the 2015 R1. Part of the development process involved riding Valentino Rossi's M1, something Mike Ulrich, a Yamaha test pilot, relished. "With the new R1, the track rider or the racer are our top priority," Ulrich says. Proof of concept: Rossi as well as AMA champ Josh Hayes were involved in development.

"We want to enable riders to concentrate fully on outracing rivals on the circuit," says Fujiwara. "On the track is where riders evaluate this bike."

With such stated track emphasis, we wondered if Yamaha Canada had plans to compete in the Mopar Minivan Canadian Superbike Series. No plans yet, say Yamaha, but we suspect Brett McCormick could be coaxed into a hiatus from his engineering degree for a fraction of what Yamaha spends on its motocross team. Not that there's anything wrong with motocross—not at all—we're just floating the idea. Back to you, boys.





# "Don't ride like a tourist, ride like a local" with **Destination Highways**



**DH British Columbia/Map**  
**DH Washington/Map**  
**DH NorCal/Map**  
**NEXT: DH SoCal/Map**

**GPS Apps**



**BUY  
ONLINE**  
[destinationhighways.com](http://destinationhighways.com)  
 DISCOUNT CODE:  
**CC0911**

The best biking in North America is waiting to give you the ultimate riding experience. Don't miss any of it with the acclaimed guide books & maps produced by and for enthusiasts. Consider the convenience of flying and renting a bike.

Save \$\$\$ by showing your copy of **DHBC** or **DHWA** at these premier motorcycle friendly service providers and over 200 other **DH Rider Discount** businesses listed on [destinationhighways.com](http://destinationhighways.com). See website for individual terms & conditions.



## KOKANEE SPRINGS GOLF RESORT

16082 Woolgar Road - Highway 3A at Crawford Bay

*One of a kind 18 hole Championship Golf Course*

Receive 10% off accommodations with promo code CYCLE, and a free golf club rental when arriving by motorcycle.

**1-800-979-7999** [www.kokaneesprings.com](http://www.kokaneesprings.com)

**SAVE 10%**



## Best Western Plus Revelstoke

Designated motorbike parking, in-room TV access to parking security cameras, 2 outdoor hot tubs and pool, free hot breakfast, massage therapy on-site, and cold beer & liquor store off lobby.

1925 Laforme Blvd, Revelstoke, BC

1.855.837.2043 | [revelstokebestwestern.com](http://revelstokebestwestern.com)



**SAVE 10%**



*Regent Hotel*  
 DOWNTOWN Revelstokes Finest Dining & Lodging

ONE TWELVE  
 112  
 RESTAURANT

R  
 RIVER CITY PUB



♦ Style ♦ Character ♦ Tradition ♦

112 First St. East, Revelstoke, BC • [www.regenthotel.ca](http://www.regenthotel.ca) • 1-888-245-5523

Ride the breathtaking Selkirk & Monashee Mountains • Hot Tub, Sauna, Fitness Center & Liquor Store • Covered & Lit Bike Parking

**CORP. RATE**



## K2 Rotor Lodge

Discover tranquil Nakusp in the beautiful Kootenays  
 Riders are very welcome in our 50 Room Hotel  
 Restaurant — Lounge — Conference Room  
 "full service hotel" and liquor store

515 Broadway, Nakusp, BC

**Reservations:**

**1-800-663-0100**

[K2rotorlodge@cmhinc.com](mailto:K2rotorlodge@cmhinc.com)

[www.cmhk2rotorlodge.com](http://www.cmhk2rotorlodge.com)

See video of all DHs at [destinationhighways.com](http://destinationhighways.com)

Visit Destination Highways [f](#) & @DHighways [t](#) for news updates and special offers



# The 'F' Factor

It's fast, friendly, and forgiving — but is Honda's CBR650F memorable?









**T**he Honda CBR650F is the V-Strom of sportbikes. Hear us out. The Honda doesn't attempt too much, nor does it achieve too little. Its main attribute is that it doesn't get in the way. That may sound like a negative (it's hardly a positive) but, in the end, it likely doesn't matter. Confused?

The motorcycling masses are fixated on two extremes: older enthusiasts (who consider fuel injection a frivolity) and younger ones (like sportbike enthusiasts who upgrade their Ninja every other year). And when a bike is *all-new* the latter salivate as soon as it's unveiled and place orders before the wheels hit the showroom floor. But the 650 is not that kind of bike; despite its newness it hasn't received much attention.

That's not especially surprising given its credentials — there's nothing remarkable on the spec sheet — and considering that it entered Honda's lineup at the same time as the much-vaunted VFR800F, a bike that somehow managed to be new *and* old simultaneously. The 650 fills the hole in Honda's sport lineup between the unassuming CBR500R and the high performance CBR600RR. (Manufacturers are fond — sometimes to a fault — of filling holes in their lineups. But, we wonder, does every hole need to be filled? (Someone awaiting a colonoscopy may disagree.) “Accommodating go-between” sums up this CBR; it was designed to be friendly and fit in, not to be brash and stand out.

It starts with the engine, a 649 cc twin-cam inline four with, says Honda, a powerband that prioritizes “the low- and mid-speed ranges used most frequently for street riding, rather than the harder-edged attributes of a supersport.” After a spin on the 650, we say that's spot on. This mill won't wow you — it's not a screamer like

the CBR600RR's — but it will send you forth at a fair clip (fast enough for James Nixon to *almost* get a speeding ticket). Acceleration is smooth and sporty, shifting slick, and fuelling flawless. And because of that broad torque curve, the 650 is forgiving, too. Power is steady down low. The bike lugs willingly through city streets in a manner alien to its middleweight supersport brethren and there's a strong-enough pull to redline. (Some buzziness creeps in at higher revs, but the midrange is meaty enough that you don't need to wring it out anyway — and if you do, that miniscule muffler emits a whiny howl like a Dyson vacuum.) Simply put, there are no surprises; the engine delivers as designed. (And old-timers and do-it-yourselfers rejoice! The oil filter is easily accessible on the undercarriage without having to remove any bodywork. Honda makes reference to this repeatedly.)

Handling, though a touch slow for the class, is hard to fault, especially considering the 650's basic suspension specs. A twin-spar steel frame provides a solid chassis base and is mated to a 41 mm conventional fork and preload-adjustable monoshock. Though the fork isn't adjustable, stock settings are solid; it's firm and responsive, entirely adequate for sporty street riding. The setup holds the road and absorbs bumps well, even on an especially poor section of pavement selected for photographs. The bike's 212 kg is distributed almost evenly front-to-rear, giving it a very balanced feel. Once turned in, steering is neutral and mid-corner corrections are readily accepted. It's not the most dynamic sportbike on the market, but it's planted, poised, and capable of the kind of riding most owners will get into.

And when the going gets quick it's good to know a set of solid brakes has your back, backed by standard ABS. Dual front 320 mm wave-style rotors gripped by twin-piston calipers provide strong, controllable stopping power (a 240 mm disc sits at the rear). During our test ABS never kicks in, even under heavy braking, but, as always, its presence is reassuring.

Where the CBR650F excels — especially for those of us who aren't jockey-sized — is comfort. Raised clip-ons make the seating position more upright than a pure sportbike's, and the 650 is roomier than most between

## FROM THE SADDLE

**S**ometimes you just *have* to play hooky. Before editor Graham and I part ways at a rural photo shoot, he says, “Go home and get some work done.” I nod, though I have no intention of going home. He tears off and I fuss with my helmet until he's out of sight. About face. Up the pace. But karma catches me.

I crest a rise 10 minutes later and notice — too late — the police cruiser coming the other way. Believe it or not, it's my first time being pulled over on a motorcycle. Not to worry; my high school physics teacher has prepared me for this.

It's the only thing I remember from his class — and I'm not even sure how it came up in physics — but I follow his instructions exactly. Pull over, dismount and remove your helmet (shows you're in control). Be polite and have your paperwork ready

(shows you're cooperative). I do all this before the cop has had time to turn around. “You've done this before,” he says. Nope, I'm a first timer. “Huh. You're awfully good at it.” He returns to the cruiser. I stand on the shoulder. It's hot. The cop comes back and says, “Thanks for stopping.” I'm stunned. “I didn't realize it was optional,” I blurt before thinking. He chuckles. I might actually get away with this. After some stern words, he lets me off with a warning.

On the surface the CBR650F isn't the most exciting machine, but in the end we create our own excitement. The F, as with any motorcycle, is a tool; how you use it is up to you.

— James Nixon





## FROM THE SADDLE

Funny story. A cop stopped me for speeding. I decided to lie my way out of it, so I started peeling off body panels like my old bike was about to explode. By the time the cop reached me I was in a panic. He was totally calm, which made me even more hysterical. Don't get too close, I said. I don't know what's going on. Then he began to admonish me for having an unsafe vehicle. That threw me.

I stood and backed away. He did the same. I was a bad actor in a community-theatre production of something written by a Russian. But I'd forgotten my lines. The cop waited for me to continue. I had nothing else to give. Is what I'm doing illegal? I asked, eventually. He asked what I was doing. I couldn't answer. Then I got the giggles. (Very un-Russian. I'd have been banished from the production.)

The cop walked back to his cruiser. He was gone for days. It seemed like days. I put the bike back together. He came back. His face had softened. Do you have a place to go tonight, he said. (It was late.) Well, yes, I said, I do. He thought I was having a breakdown — but not of the mechanical kind.

(Oh, the Honda. Sorry, got sidetracked. Good bike. Smooth, nimble, sensible. Might have been a good influence on me.)

— Neil Graham

its pegs and 810-mm-high seat, which is firm yet comfortable enough for a day of sporty riding. The windshield provides a buffet-free flow by deflecting air to the chest, and our testers, though tall, can easily get into an aggressive tuck.

Controls are simple and straightforward, exactly what you'd expect from a no-frills bike. Likewise, the dash is clear and uncluttered, dual digital displays offering a legible spread of information (speedo and tach on the left; odo, trips, clock, fuel gauge, and fuel consumption figures on the right). The design is clean and effective, albeit a bit bland. The same can be said of its styling in general. Its aesthetic, though passable, lacks something; it doesn't look bad, but it's a bit frumpy.

Design direction was supplied by a "young team" of engineers, a press release states. Was their inclusion an attempt to infuse some attitude into the end result? If so, this is what they came up with? Is the younger generation really so conservative? Though let's not fault them for failing to rock the boat; most millennials are just happy to have jobs, and a too-radical design might've provoked pink slips. Honda says this is a "sports-oriented bike, usable and enjoyable in the real world by riders of all backgrounds and experience," and one that "appeals to your practical side." Be still our beating hearts.

The CBR650F is a fine performer, but in the end it leaves us lukewarm. It's entirely competent, yet falls short of inspiring — but that shouldn't dissuade you from considering it. Motorcycle journalists are spoiled and over-stimulated brats. We ride everything, and for a bike to really rise above the cacophony it needs to be either especially good or fatally flawed — not being noteworthy is a ticket to anonymity. If you're looking for a sporty all-rounder, something that's comfortable and can make compromises, pull commuting duty during the week and tear up back roads on the weekend, this may be the bike for you. It's fast, friendly, forgiving, and, perhaps most importantly, it's affordable. At \$9,499, the CBR650F falls under the magical \$10,000 mark, putting it within reach of most riders. Will the public embrace this practical machine? They did for a similarly unassuming Suzuki, which should give the kids at Honda hope. [CC](#)

## SPECIFICATIONS

<b>MODEL</b>	Honda CBR650F
<b>PRICE</b>	\$9,499
<b>ENGINE</b>	Liquid-cooled inline four
<b>HORSEPOWER (CLAIMED)</b>	N/A
<b>TORQUE (CLAIMED)</b>	N/A
<b>DISPLACEMENT</b>	649 cc
<b>BORE AND STROKE</b>	67 x 46 mm
<b>COMPRESSION RATIO</b>	11.4:1
<b>FUEL DELIVERY</b>	Fuel injection
<b>TRANSMISSION</b>	Six-speed
<b>SUSPENSION</b>	41 mm conventional telescopic fork; single shock adjustable for spring preload
<b>WHEELBASE</b>	1,450 mm
<b>RAKE/TRAIL</b>	25.5°/101 mm
<b>BRAKES</b>	Dual front 320 mm discs with two-piston calipers; rear 240 mm disc with single-piston caliper; ABS
<b>TIRES</b>	120/70-17 front; 180/55-17 rear
<b>WEIGHT (CLAIMED)</b>	212 kg
<b>SEAT HEIGHT</b>	810 mm
<b>FUEL CAPACITY</b>	17.3 L
<b>FUEL CONSUMPTION</b>	5.5 L/100 km
<b>FUEL RANGE</b>	315 km

PRESS LAUNCH

BMW S1000RR







# In Real Time

To hell with the hardware—**Neil Graham** focuses on the software that sits in the saddle of what has become a most supple superbike

I'm in Spain, the sun has burned the morning dew off the track, and the green flag is waving. Let's do a lap together. I'm in no hurry and troll onto the track, with a cursory glance back over my shoulder to ensure the coast is clear, to begin the session-long process of sorting the right turns from the left turns. If I fight the urge to go fast now, I'll be faster by the end of the day. But delayed gratification is an abstract concept when you're in the saddle of a superbike, so to ease my process I pick a gear (third) and do a lap without shifting.

Motorcycle magazine wags have benefitted greatly from the infusion of high technology into production sportbikes. But I don't mean just because it's allowed us to stay out of the weeds and out of the hospital. No, the real benefit is that by simply regurgitating the manufacturer's specifications, stories on tight deadlines can be turned around in record time and with a generous word count. But many of you haven't ridden new-generation sportbikes, and your emails tell me that you'd like to know what it's *like*, and, please, you ask, keep the manufacturers-gone-mad acronyms to the absolute minimum. This piece, then, is for you.

Trust. To go quickly in the age of electronics you need to trust. But it's not like a sturdy handrail on a mountain lookout that you can see, feel, and sink your faith into. Faith in electronics is as abstract as spiritual faith. How do I know that the electronics will do what I ask of them when I can't see them? I assuage my non-believing soul with a sharp squeeze on the front brake lever before I'm even on the track, and the gentle bump-bump from the lever communicates that the anti-lock brakes are engaged. It's not all, but it's a start.

BMW's S1000RR, of which this is the latest iteration, is an almighty powerful motorcycle. Troy Corser, a former World Superbike champion who rode

for BMW at the inception of the project, confessed that he was reluctant to do wheelies on his racebike for fear it would flip him off the backside—so fearsome and abrupt was its power. BMW stubbornly (and impressively, as hindsight has shown) chose to develop its own engine management system when it could have more easily sourced it from the aftermarket—and this new S1000RR is proof that they chose the correct path. But as Corser alluded to, early versions of BMW's superbike were not supple, forgiving motorcycles. (I'm tempted to say they exhibited Germanic characteristics, but is that not just the regurgitation of a cliché?)

With the anti-lock brakes tested, I drive to the first corner, tip the bike down onto my knee, and then accelerate out to the second corner. (We all know superbikes are astonishingly fast, but the throttle is a rheostat, after all, so they're only fast if we give them licence to be.) At the end of the first lap the sign that the S1000RR is indeed improved is signaled by my breathing—it's calm and even. Hair-trigger throttles are wonderful at giving the sensation of speed, but the superbike, with its astonishing levels of *actual speed*, benefits the rider by cloaking its performance beneath a top layer of buttery-smooth throttle response. So far, so good. Now onto the second lap.


With the throttle twisted to the stop, the BMW darts down the straightaway in gleeful fury. But it's not the acceleration that thrills—it's the knowledge that anti-lock brakes are waiting for me at the end of the straightaway. Most motorcyclists—and I include myself—are poor at braking. The problem is that tires, the temperatures of those tires, and the varying levels of tarmac adhesion make it very difficult to anticipate levels of grip. (I don't want to fall off and destroy a motorcycle just to sit up in hospital and tell the nurse

PRESS LAUNCH

BMW S1000RR







With my knee on the deck  
I let out a holler and twist  
the throttle hard — traction  
control turns the humble  
into heroes

that the track or the road was slipperier than I'd guessed.) At the end of the straightaway I give the front brake lever a vigorous two-finger squeeze and the bike augers into the pavement like a plow into a springtime field. Now I know the track has astounding levels of grip, which further relaxes me.

The traction control buy-in is more difficult than anti-lock-brake buy-in, but you'll never have fun on a water slide if you don't let go at the top. With my knee on the ground at the apex of a corner I scream (I do) and twist the throttle hard. Not much happens, because the computer knows I'm leaned over on the edge of the tire and that fury fully released would get me that meeting with the stout nurse in emergency. But as I pick the bike up at the exit of the corner the computer sends a note packed in a vacuum tube to a squirrel that sits at a desk next to the throttle bodies. The squirrel pops open the note, reads that the bike is rolling onto the fat centre of the tire, and authorizes the administering of more power. (At least that's how I've always envisioned it. Embarrassing that I have more faith in squirrels than in computer engineers.)

Manufacturers have done a poor job (as have those of us that review their products) of explaining that modern technology isn't invasive. At speed, on the S1000RR, I don't even use the clutch lever. That's right, the BMW shifts up *and* down without the use of the clutch. You can use the clutch if you want (just as you can signal turns with your left arm, if you so desire) but why bother? With just a throttle, a front brake lever (I don't bother with the rear) and a shift lever, my limited attention is liberated for more pressing concerns, like staying on the track.

My summer of flat tracking is helping me out. The tail wags on the BMW heading into corners but the movement doesn't startle me. What startles me is that I'm gaining on a U.S. rider who's always kicked my ass at press events. I try to ignore him as I close the gap but it's difficult. Then I calm down again, and hit my marks, like an actor in *Othello*. Braking point, eyes to apex, throttle open and eyes to exit. Tuck in, shift body, eyes ahead, throttle open, and hit the apex. I'm on his back wheel now. We enter the front straightaway in lock step. He's in front but I'm looking past him now. The bike is power sliding but the computer keeps it from getting out of hand. His drive is good. Mine is just a little better. Halfway up the straight I've pulled up to his rear wheel. And then the flag is thrown to end the session. I could continue, try to get him on the brakes, but even club racers know that the checkered flag means all but the bullshitting is done. I sit up, work a kink from my neck, and marvel at the brilliance of this motorcycle.

If what I've described stirs you in any way, and if you live where access to a racetrack can be attained, then I encourage you not simply to live vicariously but to experience this for yourself. It is motorcycling as pure, glorious, unadulterated ecstasy. Life is short, but BMW will sell you a way to look back over your shoulder at the end of it all with one fewer regret. [CC](#)



Powered by



Developed with



Official Sponsor



The New Multistrada 1200 S  
Have everything. Will travel.





Whether navigating the urban jungle, connecting corners along your favorite canyon road, traversing the globe or taking the road less traveled, the new Multistrada 1200 S is fully equipped and ready for your next adventure. With four riding modes to choose from, its exceptional engineering and advanced technology adapt at will, delivering extreme versatility, exceptional performance and refined comfort at the push of a button.

Standard Equipment for the Multistrada 1200 S:

Ducati Testastretta DVT Engine | Ducati Skyhook EVO Suspension | Ducati Multimedia System | Hands-free Ignition  
Full Color TFT Instrument Panel | Ducati Riding Modes | Cruise Control | Ducati Wheelie Control | Ducati Traction Control  
Bosch 9ME Cornering ABS | Brembo M50 Monobloc Calipers | Adjustable Seat Height | Full LED Cornering Headlights



## GOIN' DOWN THE ROAD

BMW quit World Superbike racing. And the race had just begun

By Roland Brown

Closed course, sensible man. Roland Brown samples a TT winner.



There's not much time to think as I'm hurled onto the back straight at Jerez with my head behind the usefully tall bubble of Michael Dunlop's TT-winning S1000RR. I'm concentrating on treading gears to the pitch of the howling Akrapovic, looking for my markers on the left of the track, and shifting my weight rearwards in readiness to sit up and brake for the fast-approaching hairpin.

For a moment I'm imagining what it must have been like for Michael Dunlop to ride this factory-tuned weapon to those two TT wins back in June. A thought immediately followed by the realization that however wild and scary-fast this S1000RR feels, riding it on Jerez's wide open track is nothing like aiming it between the walls and hedges of the TT circuit.

The younger of the racing Dunlop brothers seemed to have taken a big gamble in November 2013 when he quit Honda after winning four TTs a few months earlier, and with no ride lined up for 2014. The man himself obviously didn't think so. And his four more TT victories this year, three on BMWs, confirmed that the Ulsterman had taken over from John McGuinness as the man to beat on the Island.

BMW's support was a vital part of Dunlop's success, but in many ways the most remarkable thing about this S1000RR is not how special it is, but how ordinary. The TT bike was built in the English Midlands at the Leicestershire base of Stuart Hicken and his son Steve's Hawk Racing.

Hawk based their first TT bike on a standard S1000RR whose frame is retained, even down to keeping the standard steel rear subframe. The frame was modified to reduce steering lock; the standard swingarm gained quick-change blocks from Harris Performance, who supplied the Öhlins suspension: classy but readily available FGR300 forks and TTX36 shock.

Other typical racer parts include Hawk's own yokes, a Bitubo steering damper, 17-inch Dymag wheels (aluminum rather than magnesium), and Brembo lithium-alloy four-pot Monobloc front calipers biting the same firm's iron discs. The fuel tank has an increased 24-litre capacity—almost all of which is required for two laps of the 60.73 km Mountain circuit by a BMW that slurps gas at about 19 L/100km.

The engine can also be ordered from BMW Motorrad Motorsport by any race team, but it is special, having been hand-built to the factory's final World Superbike spec by female technician Maike Hohenlohe (who also flew to the TT at short notice to rebuild it after it had to be stripped for inspection following the Superbike win). It includes race cams, lightweight pistons, titanium rods and a balanced crank. The result? A maximum claimed 222 hp at 14,300 rpm.

In many ways the parts that keep it together are equally important. For maximum strength all engine bolts are steel, and like everything else they're assembled using copious amounts of thread-lock and lock-wire. The radiator is a race item from MB Motor Sport, with wire mesh protection against stones. After Michael grounded the engine at the bottom of scary-fast Barregarrow, the sump was reinforced with chemical metal.

Weight isn't a major issue at the TT so the BMW's fairing is fibreglass. At an estimated 180 kg, the TT bike is 15 kg heavier than its British Superbike equivalent. It probably seems a bit unwieldy when it's braking for Quarter Bridge with the tank brimmed, but it felt mighty light and racy as I fired it up with a press of the button and headed out onto the near-empty Jerez circuit.

I thought this race-tuned S1000RR might be a bit of a handful, all top-end power and aggressive delivery, but it was as easy to ride as it was fast—and it sure was fast. Exiting the last, slow left-hander it was particularly brilliant, picking up the front wheel and holding it slightly off the ground under power as I clicked through the gears, helped by BMW's retained anti-wheelie system. The electronics and sweet fuelling helped make it easy to ride, which was useful, not least because the front brake lever was set too high and close to the bar for me.

For the super-fast road circuits, it's geared to hit over 320 km/h, so I needed a lower gear in some turns. Fortunately it pulled hard enough through the midrange that it didn't hesitate much when I exited a couple of bends a cog too high.

Handling was predictably stable; after all, you don't win the Senior TT and lap at almost 212 km/h, as Dunlop did, without having a bike that behaves on bumpy Manx roads, never mind smooth Jerez.

Wickedly fast and surprisingly stock—the most significant contribution is the rider.







**YOU CAN AFFORD  
THE FULL SUIT  
IF YOU BUY AT  
GOMOTO.CA**



**60 000 ITEMS AVAILABLE ONLINE**  
ALL THE BRANDS, ALL THE GOODIES AT THE BEST PRICES  
**FREE SHIPPING ON ORDER OVER 99\$**  
\* In Canada, except remote area and oversize items

**GO MOTO.CA**  
ONLINE MOTORCYCLE SHOP

**ONLINE OR BY PHONE**  
1-855-3GO-MOTO WWW.GOMOTO.CA

**AVON**  
TYRES

## ROADRIDER

- Covers a large range of bikes
- Large contact patch for excellent grip at all lean angles
- Comprehensive range of sizes – from modern to more traditional
- Performance upgrade for classic and vintage motorcycles



**FREE**  
Road Hazard  
Warranty



**AVON**  
TYRES

(800) 624-7470  
www.AvonMoto.com



Deaths be damned — the IOM TT is a heroic tradition that deserves to flourish, even if it scares us to death.


Its regular rider is stocky but shorter and lighter than me, and it clearly works for him.

Despite winning two races at the North West 200 he still wasn't happy with the Metzeler-shod bike during TT practice, so requested a last-minute change to Dunlop rubber on the eve of the Superbike race. "Changing at that late stage was a massive gamble, but fortunately it paid off," says Steve Hicken. "The movement that Michael had been feeling went, which probably showed it was just the type of tire. There was nothing wrong with the Metzeler's; we were on for some fast laps with them. But Michael needed something he knew and was confident with for the Superbike race, because it's so much in the rider's head. If it had been a short-circuit race we'd have been reluctant to change, but because so much is on the line at the TT you have to go with what the rider is happy with."

The late tire change required suspension changes that left the team struggling in the final practice session on the evening before the first race. After going in the wrong direction with the setup they were forced to make another change, with no opportunity to test it. "It was an interesting night, so for Michael to go out on the first lap of the Superbike race and break the lap record from a standing start was incredible."

That first win confirmed the speed of both Dunlop and the S1000RR, and brought BMW a first TT victory in 75 years. Six days later, having bagged the Superstock (on his own RR) and Supersport (on a CBR600RR) races in the meantime, Dunlop was back to win his fourth of the week, his first Senior and his 11<sup>th</sup> TT overall.

As well as a phenomenal riding performance it was a spectacular effort by the Hawk team at their first TT attempt. And there's potential to go even quicker. "If you put Michael's best sectors together they work out at 132.8 mph [213.7 km/h], six seconds faster than Bruce Anstey's lap record," Steve says. "There's no doubt he can go faster on this bike."

But if you thought that made Michael Dunlop a certainty to be back on an S1000RR this year, hold on. "I haven't signed anything or made up my mind yet," he insists. "I'm looking forward to going home and having a break. If the right offer comes along I'll race next year. If it doesn't, I won't." 





**Kokanee Springs Resort Presents**  
**"A Celebration of Motorcycling"**  
**May Long Weekend Show & Shine and Poker Run**  
**May 16<sup>th</sup> & 17<sup>th</sup> 2015**

**Saturday May 16<sup>th</sup>**  
**"Show & Shine"**

- 1 pm start
- Refreshments
- Live entertainment
- Vendors

**Sunday May 17<sup>th</sup>**  
**"Poker Run"**

- 10 am start
- Ride spectacular Hwy# 3 all day
- Prizes and Fun!

Accommodation available onsite, free golf club rentals, visit quaint Crawford Bay and our outstanding artisans.

Kokanee Springs Resort, Crawford Bay BC  
 1-800-979-7999 | [www.kokaneesprings.com](http://www.kokaneesprings.com)

**BLUESTREAK**  
**RACING.CA**

**BEST PRICE**  
**IN CANADA!**

**Your North American**  
**abba stand**  
**dealer & distributor!**



**abba**

**FREE**  
**SHIPPING**  
**In Canada**

[bsrtech@xplornet.com](mailto:bsrtech@xplornet.com)

**Blue Streak Racing**  
 Visit us at  
[www.bluestreakracing.ca](http://www.bluestreakracing.ca)  
 519-475-9055

**ADM**  
**sport**



**PRICE**  
**CHOICE**  
**SERVICE**

**ADMSPORT.COM**  
**ST-HYACINTHE/QUÉBEC**

QUÉBEC 1831, HAMEL BOUL. 77  
 418.527.4489 1.800.463.4340

ST-HYACINTHE 3003, PICARD ST 117  
 450.252.4488 1.866.463.4340





# RURAL ALBERTA ADVANTAGE

Leaving the city for the country is a big business risk. But for a Calgary motorcycle shop, it marked the beginning of better times

By Greg Williams  
Photographs by Kurtis Kristianson









Someone — anyone — say cheese.  
From left: Ray MacGregor, Aaron  
Purcell, Paul Shore and Mike Gamble.

Oil-rig workers, having laboured for weeks in back-breaking conditions boring a hole deep into the earth, stood back in awe as wet gas dramatically rushed to the surface. This wasn't Jed Clampett's black crude. This was clear naphtha with a low sulphur content, and in 1914 it could go straight from the Dingman No. 1 well into the tanks of automobiles, and, if there were any in the Turner Valley area at the time, motorcycles.

Nestled into the foothills southwest of Calgary, Turner Valley's oilfields were important for 30 years. Then, bigger and more significant discoveries were made, but Turner Valley continued to produce natural gas until its plant, which was built during the 1930s, was decommissioned in 1985.

Gas, and more importantly — internal combustion — continue to play a role in Turner Valley's economy. That's because two years ago Paul Shore made a decision to relocate his specialized motorcycle shop, Motorrad Performance, from Calgary to the rural community. Moving from a city of over a million to a town of just over 2,000 took some nerve. It's a 30-minute drive between them. But Shore, his wife Ann, sister Claudette and brother-in-law Ray MacGregor had big plans.

Shore first became interested in motorcycles when he got a 400 cc Yamaha Heritage Special. For half a year the small-bore Yamaha was his sole source of transportation, and Shore visited Winnipeg's

BMW Cycle Centre when it was time to move up to something larger.

He left there on a 1984 BMW R65LS, but a warranty oil-consumption issue brought him back. That didn't scare him away from European machinery. Instead, he became thoroughly intrigued. "They weren't run-of-the-mill motorcycles," he says. BMWs (and the Ducatis he lusted after) captured his imagination.

Unable to afford a Ducati 750F1, Shore traded the R65LS on a 1985 BMW K100RS. Aboard the four-cylinder motorcycle he toured over 180,000 km, twice riding to California, and down to Daytona, where he visited the American Motorcycle Institute. He enrolled in the school, graduating in 1993 with certificates to service both BMW and Harley-Davidson. He worked at Harley-Davidson Winnipeg during the day and customized European motorcycles by night before 1998 when he and Ann moved to Calgary. Shore finally realized a dream in 2003 when the doors opened at Motorrad Performance, his own specialty-service and custom-parts shop.

"I've always appreciated shops located in old brick warehouses, and the Calgary shop was as close as I could get — but it wasn't very close at all," Shore says. Instead, it was a bay in a cinder-block complex in a southeast industrial park. "But, that location was so accessible, and it was very close to the core of the city."

Regardless of the location, Shore was growing tired of having to pay the landlord. That's when





The tricks of the trade — bomb is a worthwhile accessory for working on American and Italian motorcycles.







Ann Shore (left) and Claudette MacGregor keep things saucy in the burrito shack.



Claudette and Ray came to Calgary from Ontario. MacGregor was looking for a career change, and together the pair were mulling over purchasing property in or near Calgary.

"In March, we all went for a drive down to the Turner Valley area," Shore says. "And after we passed by this property, Ray turned around and pointed out the shop." One of the most travelled motorcycle routes in southern Alberta happens to be the main road into and out of Turner Valley. And, in the centre of town, the road passes right by a two-acre piece of land. You can't miss it. On the land sits a 1,800 sq. ft., four-bay shop and a two-storey log house. There's plenty of paved parking, with an acre of grassland dotted with trees and picnic tables. In the town of Black Diamond, just east of Turner Valley (the two towns are separated by only a few kilometres), they stopped and MacGregor checked into the real estate office to inquire about the property.

The real estate agent dove into a pile of paperwork and came up smiling. "Really? It's for sale?" The pressure was on, and they had to move fast if they were going to purchase. After some brainstorming sessions, they decided there were several things that could be done to make the motorcycle business work in Turner Valley, and together bought the property.

"I told Ray he could come work for me as my shop manager; he's mechanically inclined and it would really help me out," Shore recalls saying. "I was worried that my customers would not follow me, so we initiated a motorcycle pick-up and delivery service for bigger repair jobs, and in the long term, I didn't really lose anybody. In fact, I've gained more work. I'm busier now than I've ever been."

Chalk it up to the location and the shop hours, Shore says. During the summer months, hundreds of motorcyclists pass by, and the doors are open weekends. They see the shop, the machines in the parking lot, and the food trailer. Yes, the 14-foot-long food trailer. Shore's sister Claudette has worked in the food service industry most of her life, and her role in the operation is to feed the masses.

"What goes together better than burritos and bikers?" Claudette says. "We called it Motoburrito, and it's become a destination place — not only for motorcyclists but also for locals." Claudette is the owner and chef, and Ann helps cook. They specialize in Mexican food, including their best-selling Dirty Sanchez burrito. But with the tacos and taco salads, they also serve up hand-formed burgers and home fries cut to order. During the winter, Ann and Claudette head to Mexico to take cooking classes and do research, leaving Shore and MacGregor to earn money and pay the bills.

"In my travels I've stopped at many restaurants," Shore says of the business model. "I've always liked establishments such as Bob's Java Hut in Minneapolis. It's not a bike shop, but they cater to motorcyclists, and I wondered if we could tap into that with a diner or roadhouse, because I hadn't seen it done around here. Motoburrito is what we arrived at, and it works great.





KAMLOOPS  
HARLEY-DAVIDSON  
KAMLOOPS, BC

**Kamloops Harley-Davidson.**

1465 Iron Mask Rd. Kamloops BC, V1S 1C8  
1-800-665-3121 | [www.KamloopsHD.com](http://www.KamloopsHD.com)

# DON'T WAIT FOR THE STORM TO PASS

NEW AND IMPROVED  
HARLEY-DAVIDSON® RAIN GEAR

## FJ-09

Finally, the much anticipated FJ-09 has arrived! Designed around the concept of a "Versatile, Sporty Multi-Use machine", the FJ-09 offers a comfortable and exciting ride whether taking a relaxing tour or hitting the hustle of the city on your daily commute. An upright riding position, wide handlebar and all new seat design combine with the exciting power of the 3-cylinder Crossplane Concept engine to create a machine that will leave you grinning after every ride.



### PRO-AM MOTORSPORTS

630 46 AVE. N.E. UNIT #117  
CALGARY, AB  
TEL.: (403) 277-0099  
[WWW.PRO-AM.CA](http://WWW.PRO-AM.CA)

### TWO WHEEL MOTORSPORT

5473 HWY 6 NORTH  
GUELPH, ON  
TEL.: (888) 469-1128 EXT #3  
[WWW.TWOWHEELMOTORSPORT.CA](http://WWW.TWOWHEELMOTORSPORT.CA)

### OAKVILLE YAMAHA

615 THIRD LINE  
OAKVILLE, ON  
TEL.: (905) 465-9555  
[WWW.OAKVILLEYAMAHA.COM](http://WWW.OAKVILLEYAMAHA.COM)

### READY YAMAHA POWERSPORTS

430 HENSALL CIRCLE  
MISSISSAUGA, ON  
TEL.: (905) 896-1600  
TOLL FREE: 1 855-896-0430  
[WWW.READYYAMAHA.COM](http://WWW.READYYAMAHA.COM)

### BURLINGTON CYCLE

2201 PLAINS ROAD EAST  
BURLINGTON, ON  
TEL.: (905) 637-6208  
[WWW.BURLINGTON-CYCLE.COM](http://WWW.BURLINGTON-CYCLE.COM)

### G.A. CHECKPOINT

3034 ST. JOHNS STREET  
PORT MOODY, B.C.  
TEL.: (604) 461-3434  
[WWW.GACHECKPOINT.COM](http://WWW.GACHECKPOINT.COM)

### PRO CYCLE

550 WINDMILL ROAD  
DARTMOUTH, NS  
TEL.: (902) 468-2518  
[WWW.PROCYCLEONLINE.COM](http://WWW.PROCYCLEONLINE.COM)



# YAMAHA

*Revs Your Heart*



[fb.com/cyclecanada](http://fb.com/cyclecanada)



[@cyclecanada](https://twitter.com/cyclecanada)



[pinterest.com/cyclecanada](http://pinterest.com/cyclecanada)



A woman with blonde hair, wearing a pink shirt, stands behind a food truck. The truck has a chalkboard menu with items like 'Tomato, lettuce, cheese, onion, mayo & a side of...'. A sign on the truck reads 'WE APPRECIATE YOUR BUSINESS'. The truck is decorated with colorful graphics, including a large red and yellow flame design. The scene is outdoors, with trees and foliage in the background.

LEAVES OF GRASS

Build it and they will come.  
Good food softens the blow  
of expensive repairs.

48 CYCLE CANADA



**SPYDER  
RT**



**Bennett Powersports**  
701 Brock St. North  
Whitby-Durham, ON  
TEL.: (905) 430-6360  
Toll Free: (866) 430-6360  
www.bennettpowersports.com

**Two Wheel Motorsport**  
5473 Hwy 6 North  
Guelph, ON  
1 (888) 469-1128 ext #3  
www.twowheelmotorsport.ca

**can-am** 

© 2015 Bombardier Recreational Products Inc. (BRP). All rights reserved. ®, TM and the BRP logo are trademarks of BRP or its affiliates. For more information, please consult your dealer or authorized Can-Am www.can-am.brp.com. Some models shown may include optional equipment. Drive responsibly. Be sure to comply with any applicable local laws. Keep in mind that alcohol, drugs and driving do not mix.

www.ROYALDISTRIBUTING.COM

**Royal DISTRIBUTING**  
CANADA'S POWERSPORTS LEADER!

**FREE SHIPPING!**  
ON ALL ORDERS OVER \$89



**BREAKOUT™**

Big wheels, big paint and classic drag-bike attitude meet premium modern refinement in this attention-grabbing performance cruiser.



**MOTOR HARLEY-DAVIDSON CYCLES**

**JACOX HARLEY-DAVIDSON®**  
2815 ARGENTIA ROAD  
MISSISSAUGA, ON  
TEL.: (905) 858-0966  
JACOXHARLEY.COM

**BADLANDS HARLEY-DAVIDSON®**  
1923, 2ND AVENUE  
DUNMORE, AB  
TEL.: (403) 527-9235  
1-800-493-1903  
WWW.HDMEDHAT.COM

**DAVIES HARLEY-DAVIDSON®**  
8779 YONGE STREET  
RICHMOND HILL, ON  
TEL.: (905) 709-1340  
TEL.: (416) 324-2880  
WWW.DAVIESHARLEY.COM

**HARLEY-DAVIDSON® WINNIPEG**  
1377 NIAKWA ROAD EAST  
WINNIPEG, MB  
TEL.: (204) 254-3974  
WWW.HARLEYDAVIDSONWINNIPEG.CA

**KAMLOOPS HARLEY-DAVIDSON®**  
1465 IRON MASK ROAD  
KAMLOOPS, B.C.  
TEL.: (800) 665-3121  
WWW.KAMLOOPSHD.COM





Bottom end problems? Mike Gamble will set you straight.



## We do a lot of things other shops don't. I have my fingers in all kinds of neat stuff

Customers can sit in our park-like setting, have lunch, and wait for their oil change or tires."

Another reason Motorrad is busier than ever might be thanks to Mike Gamble, who formerly operated Speed Twin Performance. Shore hired Gamble early in 2014, and he brought plenty of machine-shop and Harley-Davidson talent to the mix, helping Motorrad become a self-sufficient shop. "I used to sub out all my boring and honing jobs to Mike, but now that's all in-house because he brought in the equipment and the know-how," Shore says. "I have that background, but couldn't afford to keep the specialized equipment."

New and old, American, British, European or Japanese, repairs to complete frame-up builds, Motorrad has likely worked on it, and Shore says, "We do a lot of stuff other shops don't really care to do." Which means working on older machines that seem to befuddle mainstream shops. "I have my fingers in all kinds of neat stuff. And, between Mike and myself, we'll go the extra mile to make something happen for somebody — like fixing a clutch cable without a charge."

Turner Valley's Dingman No. 1 might have blown in 100 years ago, and it can't be known if there were any Harley-Davidsons, Indians, or Popes fuelling up at the well site. But Motorrad Performance has ensured that motorcycles remain a fixture in the town. [CC](#)



# CTX700N



## Cruise

### INTO THE FUTURE

*The New School of Cruisers.* Discover it at [Honda.ca](http://Honda.ca)



#### STURGESS CYCLE

615 KING STREET WEST  
HAMILTON, ON  
TEL.: (905) 522-0503  
[WWW.STURGESSONLINE.COM](http://WWW.STURGESSONLINE.COM)

#### ORILLIA MOTORSPORTS

111 COMMERCE ROAD  
ORILLIA, ON  
TEL.: (705) 325-6311  
[WWW.ORILLIAMOTORSPORTS.COM](http://WWW.ORILLIAMOTORSPORTS.COM)

#### BURLINGTON CYCLE

2201 PLAINS ROAD EAST  
BURLINGTON, ON  
TEL.: (905) 637-6208  
[WWW.BURLINGTON-CYCLE.COM](http://WWW.BURLINGTON-CYCLE.COM)

#### KW HONDA

465 CONESTOGO RD  
WATERLOO, ON  
TEL.: (519) 746-7900  
[WWW.KWHONDA.COM](http://WWW.KWHONDA.COM)

#### LARRY'S SMALL ENGINE

286270 COUNTY ROAD 10  
MONO, ON  
TEL.: (519) 941-1517  
[WWW.LARRYSSMALLENGINES.CA](http://WWW.LARRYSSMALLENGINES.CA)

#### PRO CYCLE

550 WINDMILL ROAD  
DARTMOUTH, NS  
TEL.: 902-468-2518  
[WWW.PROCYCLEONLINE.COM](http://WWW.PROCYCLEONLINE.COM)

#### CAMERON CYCLE

2232 DAVIS ROAD  
PETERBOROUGH, ON  
TEL.: 1-705-876-1171  
[WWW.CAMERON-CYCLE.COM](http://WWW.CAMERON-CYCLE.COM)

#### GAUDIN'S HONDA

1004 1ST AVE  
PO BOX 270  
BEAVERLODGE, AB  
TEL.: (780) 354-8132  
TOLL FREE: (877) 982-7826  
[WWW.GAUDINSHONDA.COM](http://WWW.GAUDINSHONDA.COM)

#### ADVENTURE HONDA

630 46 AVE. N.E. UNIT #117  
CALGARY, AB  
TEL.: (403) 277-0099  
[WWW.ADVENTUREHONDA.CA](http://WWW.ADVENTUREHONDA.CA)

#### READY HONDA POWERSPORTS

430 HENSALL CIRCLE  
L5A 1X7  
MISSISSAUGA, ON  
TEL.: (905) 896-1600  
TOLL FREE: 855-896-0430  
[WWW.READYHONDAPOWERSPORTS.COM](http://WWW.READYHONDAPOWERSPORTS.COM)



Honda Powersports Canada



@HondaPowerCA

Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course.

[honda.ca](http://honda.ca)



# 2015 SCOOTER BUYER'S GUIDE

Dismissed. Ignored. Maligned. Scooters are given a hard time by motorcyclists. Too small, some say. Too wimpy, say others. And resounding above the din, the oft-repeated phrase that scooters *are not* motorcycles. But the naysayers are wrong.

The *Oxford Canadian Dictionary* defines a scooter as a "light motorcycle with a low seat." And why shouldn't scooters be motorcycles? They have two wheels, a seat, and a fork. Twist the throttle and they go, hit the brakes and they stop.

The Honda Ruckus is a cult classic and the Grom is headed the same way. A BMW C650GT can take you far and fast comfortably. Not all *motorcycles* make that claim. And the unassuming Suzuki Burgman, in the right hands, can shame a sloppily ridden GSX-R. Even if you're not tempted to open your chequebook (if such a thing still exists) we implore you to at least open your mind. [CC](#)





## SCOOTER

### Aprilia SR Motard 50



PRICE	\$2,195
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	770 mm
WHEEL SIZES (F/R)	14/14 in.
WEIGHT	90 kg
WARRANTY	2 yr unlimited km

As you might have guessed, the SR Motard 50 is a scooter in the supermoto tradition — no, seriously, it is. With 14-inch wheels, a front disc brake, 4.5 hp at 9,500 rpm, fork with 76 mm of travel, and electric plus kick start, it's equipped to handle the roads comfortably and smoothly. The engine acts as a swingarm and the single rear shock has preload adjustment. An underseat compartment is said to handle a flip-up helmet, and a low 770 mm seat height adds convenience for shorter riders.

### BMW C650GT



PRICE	\$11,450
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	647 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	805 mm
WHEEL SIZES (F/R)	15/15 in.
WEIGHT	249 kg
WARRANTY	3 yr unlimited km

The C650GT maxi-scooter is the only scooter in BMW's 2015 Canadian lineup (other countries get the C600 Sport and C Evolution electric scooter, and we know you're upset that we don't). The C650GT has a claimed 60 hp parallel twin engine mated to a CVT transmission, tubular steel frame and 15-inch wheels with Z-rated rubber. It also has an electronically adjustable windshield, adjustable backrest, and passenger footboards for improved comfort. As with all BMWs, ABS is standard.

### Chironex Vinny / Chase / Tuxedo



PRICE	\$2,199–\$3,499
ENGINE	Air-/liq-cooled 4-stroke
DISPLACEMENT	50/150/250 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	NA
WHEEL SIZES (F/R)	10/10, 13/13 in.
WEIGHT	82–155 kg
WARRANTY	2 yr limited

The Chironex Vinny is classically styled and available in 50 cc (\$2,299) and 150 cc (\$2,499) air-cooled, 4-stroke versions. Both run on 10-inch wheels, but while the 50 has a single rear shock, the 150 is fitted with two. The Chase 50 (\$2,199) and Chase 150 (\$2,399) are aimed at eco-conscious urbanites (gun-toting, pickup-driving country folk are known to take aim at them too) seeking something with a little flash. The liquid-cooled Tuxedo 250 (\$3,499) is designed to excel as a handy commuter and a lightweight, short-haul tourer.

### Honda Ruckus



PRICE	\$3,099
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	735 mm
WHEEL SIZES (F/R)	10/10 in.
WEIGHT	88 kg
WARRANTY	1 yr unlimited km

For 2015 the humble Honda Ruckus gets a massive price increase of \$30, though its bare-bones styling remains unchanged — until you change it, which manly Ruckus owners do. The liquid-cooled 50 cc 4-stroke powertrain was derived from the now-discontinued Jazz. The seat is low and the chunky, deep-tread tires come in handy when fleeing the cops. Other tidbits include a locking underseat helmet holder, full instrumentation and a parking brake.

### Honda Giorno



PRICE	\$2,299
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	719 mm
WHEEL SIZES (F/R)	10/10 in.
WEIGHT	81 kg
WARRANTY	1 yr unlimited km

Introduced in 2013, the Giorno picks up where the Jazz left off, but with some improvements: Italian styling is familiar but freshened with new bodywork, instrument cluster and handlebar. Three colour combinations are available, one of which will have you craving Neapolitan ice cream. The Giorno has drum brakes linked rear-to-front for surer stopping. Honda says the Giorno is so fuel efficient "you'll start having kilometer per thimble discussions with other Giorno riders via your blogs." (We've yet to verify the claim via those blogs.)

### Honda PCX150



PRICE	\$3,899
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	153 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	14/14 in.
WEIGHT	130 kg
WARRANTY	1 yr unlimited km

Many current scooters echo traditional Vespa styling, but Honda's PCX150, sporting arguably the most edgy, futuristic look on the market, is not one of them. This year's updates include LED lighting and a fuel capacity increase to eight litres. The PCX is propelled by a liquid-cooled, fuel-injected 153 cc single and is equipped with combined braking. Side- and centrestands are standard, and the fuel tank is located under the floorboard, which should warm your feet in case of fire.



## SCOOTER

### Honda Forza



PRICE	\$6,399
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	279 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	716 mm
WHEEL SIZES (F/R)	14/13 in.
WEIGHT	194 kg
WARRANTY	1 yr unlimited km

Honda says the Forza blurs the line between scooter and motorcycle — but if you can't spot the differences, you likely shouldn't be riding. Though the Forza is no lightweight, its low seat height should provide extra confidence for riders of short inseam. A single 256 mm front disc with dual-piston caliper is linked to the 240 mm rear disc via combined braking, and ABS comes standard. Plentiful storage is provided by dual fairing pockets, glove box, and underseat compartment said to swallow two full-face helmets.

### Keeway F-Act 50



PRICE	NA
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	50 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	840 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	86 kg
WARRANTY	1 yr

An air-cooled 49.26 cc 4-stroke engine powers Keeway's F-Act 50. It has 12-inch wheels, dual headlights and mirrors, and a digital speedometer, so you know it's a modern machine. Electric and kick start are standard, as well as disc front and drum rear brakes. Claimed fuel mileage is a gas-sipping 2 l/100 km. Comes in red, pink, blue, black, and a snazzy racing paint scheme. Keeway's Canadian distributor is Go4it Sales, which also sells TGB scooters.

### Kymco Super 8 50 2T / Super 8 R Naked 50 / Super 8 150



PRICE	\$2,695/\$3,095
ENGINE	Air-cooled 2-/4-stroke
DISPLACEMENT	49/150 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	780/787 mm
WHEEL SIZES (F/R)	12/12, 14/14 in.
WEIGHT	92.5–118 kg
WARRANTY	2 yr limited

The \$2,695 Super 8 50 2T is powered by a 49 cc 2-stroke single, has 14-inch wheels, a cross-drilled front disc (rear drum), telescopic fork, and adjustable single rear shock. Its high stance and low CG make it feel more like a sportbike than a scooter really should. The \$3,095 Super 8 150 shares all those goodies, but uses a 149.4 cc 4-stroke engine. Both have underseat storage and side- and centrestands. The \$2,695 Super 8 R Naked 50 is all new this year, uses a 49.5 cc 4-stroke single, and rolls on 12-inch rims. It feels good to go naked.

### Kymco Sento 50i / Sento 110i



PRICE	\$2,945/\$3,095
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49/112 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	740 mm
WHEEL SIZES (F/R)	10/10 in.
WEIGHT	86/90 kg
WARRANTY	2 yr limited

The Sento 50i and Sento 110i feature fuel injection, 4-stroke engines, LED lights and turn signals, and an old-time Italian-flair classic body style. Long, textured seats are comfortable and roomy enough for a passenger, and there's a good amount of underseat storage, as well as a storage compartment under the handlebar. The 110i's 111.7 cc engine makes more than enough power to beat the traffic to your favourite coffee hangout, where you're sure to draw admiring looks and overpay for your latte.

### Kymco Agility City 50 4T



PRICE	\$2,595
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	840 mm
WHEEL SIZES (F/R)	16/16 in.
WEIGHT	108 kg
WARRANTY	2 yr limited

The Agility City is a 50 cc 4-stroke scooter designed to be agile in an urban setting. It has modern styling and looks like a bigger machine, owing in part to large-for-its-class 16-inch wheels. Utility is the buzzword for this model, as it's equipped with storage spaces under the seat and dash, as well as a rear top case. Instruments are analogue and include a clock. The 12-volt electrical outlet will be handy for re-juicing your i-Item. There are both side- and centrestand and the single shock is adjustable.

### Kymco Like 50 2T / 200i



PRICE	\$2,595/\$3,395
ENGINE	Air-cooled 2-/4-stroke
DISPLACEMENT	49/163 cc
FUEL SYSTEM	Carburetor/EFI
SEAT HEIGHT	780 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	101/120 kg
WARRANTY	2 yr limited

The Like 50 2T and 200i both use air-cooled single-cylinder engines, but the 50's is Kymco's tried-and-true 2-stroke and carbureted, while the 200i's is a newer fuel-injected 4-stroke. Styling is full-on traditional and storage is plentiful, with an underseat compartment (illuminated on the 200i), glove box with a 12-volt charger, and the oh-so-convenient rear case. The 50 2T has a vented front disc and a rear drum brake, while the 200i gets discs at both ends. Both have side- and centrestand.



# Magnum™

This big wheel bagger has the performance to turn heads, along with the style and sound to make people stop, stare, and listen. It's got a 21-inch wheel, slammed back-end, custom paint, and our best performing sound system ever.



## Elk Island Sales

20423 Twp Road 544  
Edmonton North, AB  
Tel: (780) 998-9159  
1-888-998-9159  
[www.elkislandvictory.com](http://www.elkislandvictory.com)

## Deerhaven Farm & Garden Ltd.

896 Bell Boulevard West  
Belleville, ON  
Tel: (613) 962-5021  
Toll Free: 1-800-543-7869  
[www.deerhavenpolaris.com](http://www.deerhavenpolaris.com)

## Peak Powersports inc.

1174 South Service Road West  
Oakville, ON  
L6L 5J7  
Tel: (905) 681-7270  
[www.peakpowersports.ca](http://www.peakpowersports.ca)

## Countryside Motor Sports Inc.

12001 - 99 Avenue  
Grande Prairie, AB  
T8W 0J7  
Tel: (780) 532-2210  
[www.countrysidesports.com](http://www.countrysidesports.com)

## Spoiled Sports

1898 Baseline Road West  
Bowmanville, ON  
Tel: (905) 436-6487  
[www.spoiledsports.com](http://www.spoiledsports.com)

## Wheelsport

1390 Youville Drive  
Ottawa, ON  
Tel: (613) 841-9400  
[www.wheelsport.ca](http://www.wheelsport.ca)

Victory and Victory Motorcycles® are registered trademarks of Polaris Industries Inc. Always wear a helmet, eye protection, and protective clothing and obey the speed limit. Never ride under the influence of drugs or alcohol. ©2015 Polaris Industries Inc.



# CYCLE CANADA

READ THE DIGITAL EDITION ON  
YOUR SMARTPHONE OR TABLET!  
DOWNLOAD OUR APP NOW



Apple iOS



Android



Online



Playbook



Windows 8

 **pocketmags.com**  
Discover Read Enjoy



## SCOOTER

### Kymco Movie 150



PRICE	\$3,695
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	149 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	780 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	118 kg
WARRANTY	2 yr limited

The Movie 150 is promoted as a scooter that'll make you feel like a star. It's got a lot of flash with its massive V-shaped headlight glass cowling and sculpted bodywork. But — like George Clooney — it has substance too: disc brakes with floating front caliper, adjustable dual rear shocks, analogue tach, digital multifunction dash display, sidestand, centrestand, and underseat storage. A low seat height, 12-inch wheels, and a 7.5-litre fuel tank will take get you to the movie theatre but won't put your face on the silver screen.

### Kymco Downtown 300i



PRICE	\$6,145
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	299 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	775 mm
WHEEL SIZES (F/R)	14/13 in.
WEIGHT	166 kg
WARRANTY	2 yr limited

The Downtown 300i has a fuel-injected, liquid-cooled, 4-stroke single-cylinder engine that makes a claimed 22 horsepower. The 14-inch front wheel carries a floating 260 mm brake disc, augmented by a 240 mm disc on the 13-inch rear wheel. With so much power, it's good to know ABS is standard. The Downtown has adjustable dual shocks, a 12-volt accessory outlet, glove box, and spacious underseat storage compartment. Ergonomics are roomy, and adding the optional top case allows you to take your Downtown out of town.

### Kymco Xciting 500Ri



PRICE	\$7,145
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	498 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	780 mm
WHEEL SIZES (F/R)	15/14 in.
WEIGHT	215 kg
WARRANTY	2 yr limited

The Xciting 500Ri ABS combines motorcycle-like power with scooter convenience and comfort. The 499 cc liquid-cooled, fuel-injected engine claims 38 horsepower and feeds it to the wheel by chain drive. Sport specs include disc brakes with dual front discs and 2-piston calipers, ABS, and meaty 120/70 front and 150/70 rear tires. There is a 12-volt charger and enough underseat storage to stow helmets or a backpack. Making the Xciting more exciting are an adjustable backrest, side- and centrestand, and a hand-operated parking brake.

### Kymco MyRoad 700i



PRICE	\$10,295
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	699 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	780 mm
WHEEL SIZES (F/R)	15/14 in.
WEIGHT	279 kg
WARRANTY	2 yr limited

The 699.5 cc twin cylinder honker under the plastic of the Kymco MyRoad 700i is the biggest in scooterland, and with DOHC, EFI, and 15- and 14-inch wheels, it's a big, comfortable scooter with a double shot of performance. Features include keyless ignition, handlebar-button electric fork and shock damping adjustment, LED lights, cavernous underseat storage, ABS, parking brake, and a sidestand kill switch. Kymco says this scooter is for the James Bond type — though with this mount we doubt you'll get Pussy Galore.

### Piaggio Fly 50



PRICE	\$2,395
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	50 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	100 kg
WARRANTY	2 yr unlimited km

The Fly 50 has a Hi-PER4 low-emissions air-cooled 4-stroke engine that makes a claimed 4.5 hp and 2.8 lb-ft of torque — small numbers, but it's a true flyweight at 100 kg dry. A front disc brake is paired with a rear drum for maximum variety, and suspension is handled by a telescopic fork and single shock. The seat height is a very accommodating 760 mm. This Fly does not come out of a teleportation booth, but all Piaggio scooters do come with a free year of roadside assistance.

### Piaggio Fly 150



PRICE	\$3,195
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	155 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	112 kg
WARRANTY	2 yr unlimited km

For those who want to fly higher and faster, Piaggio offers its blow-off-the-cobwebs Fly 150. With three times the capacity of its smaller 50 cc sibling and weighing only 12 kg more, the Fly 150 provides even more zip for buzzing around town. Brakes are disc and drum, bodywork is sleek and stylish, suspension is low spec but sufficient, and the engine is super efficient — everything you could want in an economical commuter. Available in any colour, as long as it's shiny black.



# Born on the track. Raised on the street.



WWW.SUZUKI.CA | f /SuzukiCanada

\*Model Shown: 2015 GSX-S750A (Metallic Triton Blue / Glacier White)  
\$8,999 MSRP



The  
**ALL NEW**  
**GSX-S750A**  
**\$8,699** MSRP\*

- GSX-R DNA Combined With Cutting Edge Style, Comfort and Versatility.
  - Compact ABS and dual 310mm front disk brakes offer maximum stopping power.
  - High Output 749cm<sup>3</sup> power plant from the GSX-R750 is found in every GSX-S750A/ZA.
  - SUZUKI EXHAUST TUNING butterfly valves enhance torque and acceleration response.
  - Inverted front forks + 7-way adjustable rear shock offer 145mm ground clearance.
  - Standout in Metallic Triton Blue / Glacier White or go stealth in Metallic Mat Black.
  - Sculpted bodywork, a vented front fender, chiseled fuel tank and angular tail section emphasizes its street fighter character.
- The all new **GSX-S750 ABS** is an all new riding experience. Check it out at your local Suzuki dealer or at [suzuki.ca](http://suzuki.ca) today!

2015 GSX-S750A (Metallic Mat Black)  
\$8,699. MSRP



## LARRY'S SMALL ENGINE

286270 COUNTY ROAD 10  
MONO, ON  
TEL.: (519) 941-1517

WWW.LARRYSSMALLENGINES.CA

## TWOWHEEL MOTORSPORT

5473 HWY 6 NORTH  
GUELPH, ON  
1 (888) 469-1128 EXT #3

WWW.TWOWHEELMOTORSPORT.CA

## READY SUZUKI

430 HENSALL CIRCLE  
MISSISSAUGA, ON  
TEL: (905) 896-1600  
1-855-896-0430

WWW.READYSUZUKI.COM

## WHEELSPORT

1390 YOVILLE DRIVE  
OTTAWA, ON  
TEL.: (613) 841-9400

WWW.WHEELSPORT.CA

## STURGESS CYCLE

615 KING STREET WEST  
HAMILTON, ON  
TEL.: (905) 522-0503

WWW.STURGESSONLINE.COM

## CAMERON CYCLE

2232 DAVIS ROAD  
PETERBOROUGH, ON  
TEL.: 1-705-876-1171

WWW.CAMERON-CYCLE.COM

## PRO CYCLE

550 WINDMILL ROAD  
DARTMOUTH, NS  
TEL.: (902) 468-2518

WWW.PROCYCLEONLINE.COM



Prices are Manufacturers Suggested Retail pricing for model (DL650AA-EXP-ABS) at \$11,399, (DL650AA-ABS) at \$9,599. PDI charges from \$132 to \$526, freight charges from \$110 to \$208, taxes, license, insurance, applicable fees and registration are extra dependent on model. Specifications, product features and colours are subject to change without notice. Read your owner's manual carefully and remember to observe all safety regulations. See your participating Authorized Suzuki dealer for availability and complete details. Suzuki. Way of Life!

# WHAT'S YOUR RIDE?

ON SALE  
NOW

FIND OUT IN THE  
**ATV GUIDE**  
**2015**

STAY UP TO DATE, VISIT  
[WWW.ATVTRAILRIDERWEB.COM](http://WWW.ATVTRAILRIDERWEB.COM)





## SCOOTER

### Piaggio Typhoon 50



PRICE	\$2,095
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	770 mm
WHEEL SIZES (F/R)	14/14 in.
WEIGHT	110 kg
WARRANTY	2 yr unlimited km

The Typhoon 50 has sporty bodywork wrapped around an air-cooled, carbureted 50 cc single-cylinder engine, which Piaggio says is capable of propelling the machine to a windy 64 km/h. Fun fact: the Typhoon 50 gets a claimed 38 miles to a litre of fuel. This is a back-to-basics scooter: light, simple, inexpensive to run and easy to ride. But its engine has a 4-valve head, its front brake has a 220 mm disc and a 2-piston caliper, its wheels are 14-inchers, and you can start it with your foot or your thumb.

### Piaggio BV350



PRICE	\$6,195
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	330 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	795 mm
WHEEL SIZES (F/R)	16/14 in.
WEIGHT	177 kg
WARRANTY	2 yr unlimited km

A single overhead cam, four valve, 330 cc, liquid-cooled 4-stroke single powers Piaggio's top-of-the-line BV350. It claims 33 hp at 8,250 rpm and will propel the BV and its passenger to 138 km/h, according to Piaggio. The BV's longish 1,560 mm wheelbase, 16- and 14-inch wheels, and stepped seat are ideal for riders who prefer not to travel alone. Disc brakes adorn both wheels, and you can slosh 13 litres of fuel into the tank. Comes in Ocean Blue — the same colour as James Nixon's eyes.

### Sachs MadAss



PRICE	\$2,699
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	120 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	838 mm
WHEEL SIZES (F/R)	16/16 in.
WEIGHT	100 kg
WARRANTY	2 yr limited

If there was ever a bike you should buy just because of its name, it's the MadAss. It's made by Sachs Bikes International in Germany and distributed in Canada by Chironex. We're not exactly sure what the MadAss is, but it features a four-speed transmission, tube frame acting as a five-litre fuel tank (à la Erik Buell), and 16-inch wheels. Comes in black, red, grey, and white, and the options list includes a racking system and alloy wheels. The engine claims eight horsepower, though top speed depends on the height of the cliff you fling it from.

### Saga Retro 50 / Quest / Deluxe



PRICE	NA
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49/149 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	762 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	77-113 kg
WARRANTY	2 yr limited

Saga's Retro 50 is a traditionally-styled scooter with a 50 cc air-cooled engine claimed to be powerful enough for a 70 km/h top speed. A windscreen and top case add comfort and storage capacity. The Quest has a classic, Vespa-ish look and comes in 50 cc and 150 cc versions, which are for the most part identical. The Deluxe also comes in 50 cc and 150 cc versions and has more modern styling with large dual headlights, and sleek, angular bodywork.

### Suzuki Burgman 200



PRICE	\$4,999
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	200 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	735 mm
WHEEL SIZES (F/R)	13/12 in.
WEIGHT	163 kg
WARRANTY	1 yr limited

Suzuki added the Burgman 200 to its scooter lineup last year and the applause is still dying down. It's the smallest member of the Burgman family, but it's well equipped, with dual disc brakes, belt drive, EFI, and ABS. Twin shocks are preload adjustable, and a 12-volt outlet is placed below the instrument panel. Underseat storage is said to be big enough for two full-face helmets. Suzuki says the Burgman 200 is "the smart scooter," though, as always, its true intelligence depends on its rider.

### Suzuki Burgman 400



PRICE	\$7,999
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	400 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	710 mm
WHEEL SIZES (F/R)	14/13 in.
WEIGHT	225 kg
WARRANTY	1 yr limited

The Burgman 400 is powered by a 400 cc liquid-cooled DOHC single, and is ready to travel with a 13.5-litre fuel tank and 62 litres of illuminated underseat storage, plus a smaller compartment for personal items. Its 41 mm fork allows 110 mm of travel and the rear monoshock has preload adjustability. Cutaway footboards permit easy leg access to the ground, and disc brakes come with ABS. Oh, and because you asked, the Burgman 400 comes in Metallic Mat Black No. 2.



## SCOOTER

### Suzuki Burgman 650 Executive



PRICE	\$11,099
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	638 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	15/14 in.
WEIGHT	277 kg
WARRANTY	1 yr limited

The Burgman 650 Executive was the king of the mega-scooters, until it was usurped by the BMW C650 GT — but don't feel bad, the big Burg's 638 cc 8-valve twin is still no slouch and is retuned for improved performance. The Executive offers the rider a choice of two fully automatic modes (Drive and Power), as well as a 5-speed manual mode with thumb-toggler. ABS is standard, and the windshield height is electronically adjustable. There's enough storage space for two full-face lids, and it's lit, plus there's more storage in the dash.

### Sym Symba 100



PRICE	\$2,799
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	101.4 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	17/17 in.
WEIGHT	95 kg
WARRANTY	2 yr limited

In what may be politely described as a tribute to Honda's legendary Cub, the Sym Symba proves imitation is still the highest flattery. There is little to no modern upgrading of the classic design, with an air-cooled 4-stroke single roaring up the road on 17-inch rims and stopped by drum brakes. The gearbox is a 4-speed semi-automatic, so your left foot gets to play around but your left hand stays ready to fend off lawyers claiming copyright infringement. You know what they say: you meet the sweetest people on a Symba.

### Sym HD 200



PRICE	\$3,999
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	171 cc
FUEL SYSTEM	NA
SEAT HEIGHT	790 mm
WHEEL SIZES (F/R)	16/16 in.
WEIGHT	135 kg
WARRANTY	2 yr limited

The HD200 is powered by a liquid-cooled 4-stroke single that displaces 171.2 cc and makes a claimed 15.3 hp at 8,000 rpm. With a telescopic fork, 220 mm disc front brake, and weight of 135 kg, this scooter's performance should be rewarding, if not exactly stirring. The style is a cross between scooter and adventure-touring bike (squint and you'll see it), with a high-mounted fairing and sporty, dark-tinted windscreen. It's available in red, black, yellow, and grey.

### Sym Mio



PRICE	\$2,349
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	NA
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	10/10 in.
WEIGHT	80 kg
WARRANTY	2 yr limited

The Sym Mio is an old-school-styled scooter in the Italian tradition, though its small windscreen and headlight ensemble are tasteful, modern looking, and reminiscent of a tuxedo. With an air-cooled 49 cc SOHC 4-stroke engine that makes a claimed 1.9 hp, the decimal really matters. Electric and kick start provide exertion or convenience, and top speed is claimed to be a blouse-billowing 48 km/h. A disc brake sits out front, a drum at the rear. Comes in red, black, orange, or an inspiring shade of beige.

### Sym Citycom 300i



PRICE	\$5,299
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	262 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	800 mm
WHEEL SIZES (F/R)	16/16 in.
WEIGHT	184 kg
WARRANTY	2 yr limited

The Citycom 300i is Sym's big-boy scooter, powered by a 262 cc fuel-injected 4-stroke, the biggest engine in the company's lineup. A claimed 20.6 hp are said to propel the Citycom to 130 km/h — faster if you can hang on to the transport truck beside you. With 16-inch tires, a weight of 184 kg and a wheelbase of 1,500 mm, the Citycom is bordering on maxi-scooter territory, though it's not there yet. Cast wheels, stepped seat, wedge fairing, high windscreen, and swooped mirrors give it a purposeful appearance.

### Tomos Nitro 50 / Nitro 150



PRICE	NA
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49/150 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	762 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	113/115 kg
WARRANTY	1 yr limited

Slovenia-based manufacturer Tomos offers its Nitro scooter in 50 cc and 150 cc versions. Both have air-cooled, carbureted engines, 12-inch wheels, disc front and drum rear brakes, and an underseat storage compartment said to hold a full-face helmet. Each has a rear rack and flyscreen, and instruments are simple, attractive, and, like the most stylish of watches, analogue and self-winding. Styling is almost identical, though 150 owners are identifiable by the increased swagger in their step.



## SCOOTER

### Vespa Sprint 50 / Sprint 150



PRICE	\$3,995/\$5,395
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	50/155 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	780 mm
WHEEL SIZES (F/R)	11/11 in.
WEIGHT	NA
WARRANTY	2 yr unlimited km

Sportier siblings of the Primavera pair, Vespa's Sprint series is powered by air-cooled, carbureted 4-strokes in 50 cc and 155 cc versions. Fuel efficiency is emphasized for the smaller Sprint 50, with a claimed 37 km/l extracted from its seven-litre tank. For more go, get the Sprint 150; with 12.7 horsepower, top speed is said to be a highway-worthy 95 km/h. With great speed comes great responsibility, so it's good to know the larger Sprint comes with ABS. Classic Italian styling reigns supreme in the scooter world.

### Vespa LX50 / S50



PRICE	\$3,795
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Carburetor
SEAT HEIGHT	775 mm
WHEEL SIZES (F/R)	11/10 in.
WEIGHT	102 kg
WARRANTY	2 yr unlimited km

The identically priced Vespa S 50 4V and LX 50 4V both use a 49.4 cc air-cooled 4-stroke single, which Vespa updated a few years ago. The LX follows an old-time Vespa scooter sensibility that harks all the way back to the reign of King William Lyon Mackenzie, and the S merges vintage chic with modern technology. Both are good-looking scooters that offer reliability and fun, as well as great fuel economy and ease of use. All new Vespa scooters come with a year of roadside assistance.

### Vespa Primavera



PRICE	\$3,895/\$5,095
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	50/155 cc
FUEL SYSTEM	Carburetor/EFI
SEAT HEIGHT	780 mm
WHEEL SIZES (F/R)	11/11 in.
WEIGHT	NA
WARRANTY	2 yr unlimited km

The Vespa Primavera first appeared in 1968 and returned to the lineup last year in considerably updated form. Taking styling cues from Vespa's 946 project (skip ahead with bated breath), bodywork has been reshaped for a flowing, modern look. This year the Primavera, which comes in 50 cc carbureted and 155 cc fuel-injected versions, gets LED running lights, and has rear storage capacity increased to 16.6 litres. Inexplicably, every Primavera owner craves pasta with lightly sautéed spring vegetables after a ride.

### Vespa GTV



PRICE	\$7,495
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	278 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	790 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	146 kg
WARRANTY	2 yr unlimited km

The GTV defines the classic scooter look but is a high-specification machine with a 4-valve, fuel-injected, liquid-cooled 278 cc engine said to be capable of jetting all of its 146 kilos to a top speed of 129 km/h. It's suspended by a twin-shock chassis with disc-braked 12-inch wheels at both ends. The mudguard-mounted headlight is a stylistic tribute to the earliest Vespas. Its two-place leather seat is split in two, and instrumentation is simple and elegant. Vespa claims 29 km per litre of fuel.

### Vespa GTS 300 i.e. / Super / Super Sport SE



PRICE	\$6,795/\$6,995
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	278 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	790 mm
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	148 kg
WARRANTY	2 yr unlimited km

The \$6,795 GTS 300 i.e. is powered by the same 278 cc, liquid-cooled 4-valve single as the GTV, an engine that makes enough power for easy highway running. Features include front and rear disc brakes and electronic fuel injection. The GTS 300 i.e. Super, also \$6,795, gets two-colour alloy rims and a racing-red coil-over-spring front suspension system. The \$6,995 GTS 300 i.e. Super Sport SE has a longer name, sportier seat, satin black finish, and race-inspired graphics — which raises the question, who's racing these?

### Vespa 946



PRICE	\$10,745
ENGINE	Air-cooled 4-stroke
DISPLACEMENT	150 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	NA
WHEEL SIZES (F/R)	12/12 in.
WEIGHT	NA
WARRANTY	2 yr unlimited km

When first introduced last year, the Vespa 946 was called by the *New York Times* a "scooter for the wealthy," and given its price tag (which got a \$799 increase this year) that's not an overstatement. But you get what you pay for, and in the 946 you get Italian handmade quality and design, with dual disc brakes, ABS and traction control, a 150 cc 4-stroke 3-valve engine and a horizontally mounted, preload adjustable shock. Lighting is LED and the seat's shape reminds us of a cockatiel.



# Ninja 300

Whether referring to engine or chassis performance, or the latest available technology, the name "Ninja" implies the very best that Kawasaki has to offer. In the case of the all-new Ninja 300, it means a larger-displacement 296cc engine with the power and torque to eclipse everything in its class.



## BURLINGTON CYCLE

2201 PLAINS ROAD EAST  
**BURLINGTON, ON**  
TEL.: (905) 637-6208  
[WWW.BURLINGTON-CYCLE.COM](http://WWW.BURLINGTON-CYCLE.COM)

## STURGESS CYCLE

615 KING STREET WEST  
**HAMILTON, ON**  
TEL.: (905) 522-0503  
[WWW.STURGESSIONLINE.COM](http://WWW.STURGESSIONLINE.COM)

## FAST TRACK PERFORMANCE

3418 CATHERINE STREET  
**DORCHESTER, ON**  
TEL.: (519) 268-8429  
[WWW.FASTTRACKPERFORMANCE.CA](http://WWW.FASTTRACKPERFORMANCE.CA)

## EDGE PERFORMANCE CENTRE

19890 HWY 11  
**BRADFORD, ON**  
TEL.: (905) 775-1717  
FAX: (905) 775-0518  
[WWW.EDGE-PERFORMANCE.CA](http://WWW.EDGE-PERFORMANCE.CA)  
KAWASAKI 5 STAR DEALER  
TOP QUALITY SALES AND SERVICE

## TWO WHEEL MOTORSPO

5473 HWY 6 NORTH  
**GUELPH, ON**  
1 (888) 469-1128 EXT #3  
[WWW.TWOWHEELMOTORSPO.CA](http://WWW.TWOWHEELMOTORSPO.CA)

## CAMERON CYCLE

2232 DAVIS ROAD  
**PETERBOROUGH, ON**  
TEL.: 1-705-876-1171  
[WWW.CAMERON-CYCLE.COM](http://WWW.CAMERON-CYCLE.COM)

## PRO-AM MOTORSPORTS

630 46 AVE. N.E. UNIT #117  
**CALGARY, AB**  
TEL.: (403) 277-0099  
[WWW.PRO-AM.CA](http://WWW.PRO-AM.CA)



# Kawasaki

# CYCLE CANADA

CANADA'S LEADING MOTORCYCLE MAGAZINE

# SUBSCRIBE NOW!

## 3 EASY WAYS TO SUBSCRIBE:

INTERNET: [MAG.CYCLECANADAWEB.COM](http://MAG.CYCLECANADAWEB.COM)

PHONE: 1 855 965.9494

FAX: 450 965.9009



## SCOOTER

### Yamaha BWs 50 / BWs 125



PRICE	\$2,699/\$3,899
ENGINE	Liq-/air-cooled 4-stroke
DISPLACEMENT	49/125 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	770/780 mm
WHEEL SIZES (F/R)	10/10, 12/12 in.
WEIGHT	93/122 kg
WARRANTY	1 yr unlimited km

Aside from fresh graphics, Yamaha's BWs 50 is mostly unchanged for 2015—including its affordable price tag. Five-spoke, 10-inch mag wheels carry wide tires, and a 23-litre underseat storage compartment (20 litres for the 125) can accommodate a backpack, laptop, or "selected" helmets (translation: no fatheads). Its big brother BWs 125 provides more power and "aggressive rally sports styling" (translation: we should be racing these).

### Yamaha Vino 50



PRICE	\$2,799
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	715 mm
WHEEL SIZES (F/R)	10/10 in.
WEIGHT	81 kg
WARRANTY	1 yr unlimited km

Yamaha's Vino 50 scooter is powered by a liquid-cooled, fuel-injected 4-stroke SOHC engine with three valves per cylinder (impressed yet?). The engine's design concept centres on peppy performance, low noise, low emissions, and low fuel consumption. Aside from being Vespa-ish, the Vino's retro styling is highlighted by its chrome headlight cover and rear rack. It's got a 4.5-litre fuel tank, push-to-cancel turn signals, and 10-inch wheels with drum brakes to keep the going slow.

### Yamaha Zuma X



PRICE	\$2,899
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	49 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	770 mm
WHEEL SIZES (F/R)	10/10 in.
WEIGHT	91 kg
WARRANTY	1 yr unlimited km

The Zuma X was all-new last year, and aside from some graphics, nothing has changed. Based on the proven BWs 50 platform but jazzed up with sportier styling, the Zuma X uses the same 49 cc liquid-cooled SOHC engine as its BW brother to produce peppy, easy-to-use power. It also gets great gas mileage, and its 4.5-litre tank is located low for easy handling. It has a small front storage compartment and 23 litres of underseat space. Centrestand comes standard, but the R1 to pair it with as a pit bike costs extra.

### Yamaha Majesty



PRICE	\$7,499
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	395 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	760 mm
WHEEL SIZES (F/R)	14/13 in.
WEIGHT	212 kg
WARRANTY	1 yr unlimited km

Yamaha's Majesty competes most directly with Suzuki's Burgman 400 and larger scooters from BMW and Kymco—even Yamaha itself. The DOHC four-valve single is tuned for good roll-on acceleration at highway speeds, and the underseat storage capacity, at 60 litres, is more than generous. Two front console compartments provide extra storage, while a large windshield and flared bodywork maximize weather protection for rider and passenger. The Majesty provides the means; you supply the ends.

### Yamaha SMAX



PRICE	\$3,999
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	155 cc
FUEL SYSTEM	Fuel injected
SEAT HEIGHT	795 mm
WHEEL SIZES (F/R)	13/13 in.
WEIGHT	149 kg
WARRANTY	1 yr unlimited km

Named in honour of mythical CC contributor Max Burns, the Yamaha SMAX is all new for 2015. It's a sporty little number (Yamaha staffers raved about its performance chops at the press intro) with a 155 cc fuel-injected single said to propel the SMAX to a comfortable 100 km/h and beyond. Disc brakes slow 13-inch wheels, and underseat storage capacity is 32 litres. The LED taillight and front position lights are bright, and side reflectors enhance visibility and look super cool. Available in blue or silver.

### Yamaha TMAX



PRICE	\$10,499
ENGINE	Liq-cooled 4-stroke
DISPLACEMENT	530 cc
FUEL SYSTEM	Fuel injection
SEAT HEIGHT	800 mm
WHEEL SIZES (F/R)	15/15 in.
WEIGHT	220 kg
WARRANTY	1 yr unlimited km

The TMAX is Yamaha's biggest and most performance-oriented scooter. They say it blurs the line between scooter and motorcycle, and who are we to say otherwise? It utilizes a fuel-injected 530 cc twin-cylinder engine, aluminum frame, and 15-inch wheels. Updates for 2015 include a new 41 mm inverted fork, radial mount four-piston front brakes, revised front fender and fairing, LED headlights, and Smart Key system, "just like on a car." Also like a car, there's no need to shift. Comes in dark grey.



# CBR 300R

## ENTER THE WORLD OF CBR



**Introducing the new 2015 CBR300R & CB300F**  
Born from a lineage of world-class racing domination.



CBR300R Special Edition



CB300F Urban Streetfighter

### Barrie Honda Powerhouse

74 Mapleview Drive West  
Barrie, ON

TEL: (705) 797-2008

[www.powerhouse.barriehonda.com](http://www.powerhouse.barriehonda.com)



Honda Motorcycles &  
ATVs Canada



@HondaPowerCA

### Team Honda Powerhouse of Milton

170 Steeles Avenue East  
Milton, ON

TEL: (905) 864-8588

[www.teamhonda.ca](http://www.teamhonda.ca)

### Rocky Mountain Honda Powerhouse

15220 Shaw Road SE  
Calgary, AB

TEL: (403) 230-7777

[www.rockyhonda.com](http://www.rockyhonda.com)



Always wear a helmet, eye protection and protective clothing, and please respect the environment when riding. Obey the law and read your owner's manual thoroughly. Honda recommends taking a motorcycle rider training course. Honda encourages you to operate your vehicle at all times in a safe and responsible manner and in accordance with the law.

# CAPONORD

## aprilia

### Two Wheel Motorsport

5473 Hwy 6 north  
Guelph, ON

1 (888) 469-1128 ext #3

[www.twowheelmotorsport.ca](http://www.twowheelmotorsport.ca)

### Wheelsport

1390 Youville Drive  
Ottawa, ON

Tel.: (613) 841-9400

[www.wheelsport.ca](http://www.wheelsport.ca)

### Corsa Meccanica Inc.

34 Futurity Gate, Suite 1  
Vaughan, ON

Tel.: (905) 760-9933

[www.corsameccanica.com](http://www.corsameccanica.com)



[aprilia-canada.ca](http://aprilia-canada.ca)


©Piaggio Group Americas 2014. Aprilia® is a worldwide registered trademark of Piaggio & C. S.p.A.  
Obey local traffic safety laws and always wear a helmet, appropriate eyewear and proper apparel.



# DOUBLE DUTCH







**Greg Williams** writes an introduction so cheesy he boldly goes where no writer has gone before. But don't hold that against this peachy pair of Ducatis

Photographs by Kurtis Kristianson



## SHOWCASE

The desire to fake rust on a motorcycle — when in our climate genuine rust is omnipresent — is beyond our grasp, but the custom motorcycle, like the hand-drawn tattoo, is a medium for unfettered personal expression. (We totally get the lighter wheels and the asymmetrical exhaust, however.)







Riffing on the introduction to the 1970s television show *The Six Million Dollar Man*: “Ducati Sport Classic. A motorcycle barely alive. Gentlemen, we can rebuild it. We have the technology. We can make it better than it was before. Better, stronger, faster.”

At least, that was Paul Shore’s theory. Shore is the proprietor of specialist motorcycle shop Motorrad Performance in Turner Valley, Alberta, and he has long had a soft spot for Ducati motorcycles. When he was offered a battered and bruised, first-year-of-production, 2006 Ducati Sport1000 with only 1,300 kilometres, he knew he could make it better — just like the engineers who made astronaut Steve Austin worth more than his acting skills could ever warrant.

The Ducati Sport Classic had been knocked over while in a parking lot and suffered mostly cosmetic damage. But Shore knew there were improvements that would make the motorcycle more comfortable, crisper looking, and better handling.

Stripping off the damaged parts, Shore got started up front. He added an Öhlins black-anodized road and track fork with a custom offset triple clamp to slightly stretch out the wheelbase. For rolling stock he chose a set of Carrozzeria forged rims, which are 18 pounds lighter than factory wheels, and shod them in aggressive-looking Dunlop D616 tires. Discacciati front brake calipers bolted up to the lower legs, and they act on Brembo Supersport rotors.

Brake and clutch master cylinders are also Discacciati, mounted to an LSL superbike-style handlebar with Motogadget instrumentation and Oberon bar-end signals. Spiegler provided the blue hydraulic lines, and the headlight is from an MV Agusta Brutale. “I wanted more of an upright riding position,” Shore says of his design direction. “And the LSL bar helps give the Ducati something of a street-fighter look.”

Shore left the 992 cc V-twin stock, but equipped it with a Barnett clutch and Rizoma belt covers. He is running a Nemesis ECU with the airbox removed, letting it breathe through pod filters and velocity stacks. Exhaust filters into a Zard two-into-two header and muffler system.

When rebuilding the Ducati, Shore didn’t scrimp any on the details. For example, the Acculign rearset controls represent some of the most finely machined and infinitely adjustable controls on the market. These controls can be manipulated both horizontally and vertically by adjusting two eccentric offsets to provide the ideal peg position.

The finish on the frame is stock, but Shore added SpeedyMoto frame sliders for some protection. Guy St. Pierre at Cyclemania Artworks in Okotoks, Alberta, supplied the charcoal-grey paint job on the stock gas tank, rear cowl and front fender, and Shore added a custom LED taillight. During the warm months, Motorrad is closed for business on Monday and Tuesday — Shore says those are riding days. And, he’s close to some of the best roads southern Alberta has to offer. Since he completed his build, the Ducati has covered some 14,000 km.

And, if Shore could build one, he could surely improve another. After Grady Galvin of Calgary saw




Shore's Sport Classic, he asked for something similar. It's the same, but different. "Just like the one I found, Grady's bike had also been knocked over," Shore says. "It needed cosmetic help, and we improved its comfort and handling, too."

On Galvin's Ducati, Shore swapped out the fork for one from a Ducati 999. Instead of the MV headlight, however, it's got the stock lamp. Also stock are the speedometer, tachometer, and warning light panel. Fitted to the LSL superbike-style handlebar are CRG levers and mirrors.

Similar to Shore's Sport Classic, the wheels are the same Carrozzeria rims and Dunlop D616 tires. Also the same is the Zard right-side-exit two-into-two header and muffler system and the Acculign rearsets. Engine is stock, too, but instead of pod filters and Nemesis ECU, the airbox on Galvin's bike has been opened up and the electronic management system is from Ducati Performance.

Cyclemania's St. Pierre painted the life-like rivets and rusted metal graphics on the stock body parts. "People see that bike and they want to know what happened," Shore chuckles. "And, they want to know when it's going to get fixed." [CC](#)

A man with a beard and sunglasses, wearing a brown t-shirt and jeans, stands with his arms crossed next to a custom-built Ducati motorcycle. The motorcycle is black with gold accents on the wheels and engine. In the background is a large, weathered metal barn with two large doors. The scene is set outdoors on a gravel surface.

Paul Shore ignores the specular highlight and faces the future. Two-valve air-cooled Ducati engines are uncomplicated, wholesome powerplants. Stringent global emissions regulations, however, have nearly squeezed them entirely out of Ducati's 2015 lineup.





# MOTO GUZZI

## CORSA MECCANICA INC

34 FUTURITY GATE, SUITE 1  
VAUGHAN, ON  
TEL.: (905) 760-9933  
WWW.CORSA-MECCANICA.COM

## WHEELSPORT

1390 YUUVILLE DRIVE  
OTTAWA, ON  
TEL.: (613) 841-9400  
WWW.WHEELSPORT.CA

## TWO WHEEL MOTORSPORT

5473 HWY 6 NORTH  
GUELPH, ON  
1 (888) 469-1128 EXT #3  
WWW.TWOWHEELMOTORSPORT.CA

## 1400 CALIFORNIA CUSTOM



MOTOGUZZI-CANADA.CA



GRISO 8V SE



V7 STONE



NORGE GT 8V



SILVER V7 SPECIAL



CALIFORNIA TOURING

©Piaggio Group Americas 2014. Moto Guzzi® is a worldwide registered trademark of Piaggio & C. S.p.A. Obey local traffic safety laws and always wear a helmet, appropriate eyewear and proper apparel.

# CYCLE CANADA



READ THE DIGITAL  
EDITION ON YOUR  
SMARTPHONE OR  
TABLET!

DOWNLOAD OUR  
APP NOW



**pocketmags.com**  
Discover Read Enjoy

# TRIUMPH

## TIGER 800



### GP Bikes

1100 Champlain Court  
Whitby, ON  
Toll Free: 1-866-475-7111  
www.gpbikes.com

www.triumph-motorcycles.ca



A few years back I shared a story here that could be called the Ballad of Jimmy Bolin, a man who burned brightly in the lives of those he loved when he was with us. He was killed on his bike while returning from Daytona about 10 years ago, though the memory of him still glows.

Jimmy hosted a pig roast (forever immortalized for those who attended as the Pig Roast) at his home in Forks, Washington, the



They saw it then, that they were being accepted, as I had been many years before, simply by being willing participants in a scene

summer before he died. While planning a recent trip with my sons I realized I wanted to commemorate that event. (That wasn't my intention at first, but that's how it ended up. Sometimes things work out that way.)

Our route sent us from Alberta into B.C. for the Kootenays, Montana for the Lolo Pass, Oregon to visit friends in Baker City, Portland to explore craft brews, up the Pacific Coast Highway — through Forks, of course — and finally, the back way home through Whistler and Cache Creek. But the route, as always, was only part of the story.

Throughout the trip I'd been talking about when Jimmy and I did this, or pointing out where Jimmy and I did that. Often these comments would cause my youngest son to chuckle, roll his eyes and gently


mock me for "going on again." But in Baker City, he saw it from another side.

The folks we were staying with had also attended the Pig Roast, along with other events involving Jimmy; it wasn't long before we started in on his oral history. One of the centrepieces of the Pig Roast was an inflatable pig I'd added to the antics. I mentioned that I get asked about it by people who hadn't even attended. My son was just about to offer a smart remark about my oft-repeated tales when our hosts laughed and weighed in — apparently they get asked about the same thing in their travels. My son paused and the stories continued, some that he'd heard before, some that were new to him, but all about the people, the trips, and the laughs, all the experiences that grew from that one event.

Later that night my sons and I talked about what had happened, how we were guests at a house belonging to people I'd shared something with 10 years ago, how my sons were now part of that experience by extension. They saw it then, that they were being accepted, as I had been many years before, simply by being willing participants in a scene.

When we rolled through Forks a week later we found ourselves with two full days of clear skies. We'd had rain coming up the coast, and we got rained on when we left, but for two days we basked in sunshine, explored the roads and revisited the spots where the stories started. (I have a theory of how we got two days of glorious sunshine in a rain forest, but that will have to wait for another day.) We could have pushed through in a day, but we took our time. We headed out to Cape Flattery and were rewarded with great roads and stunning scenery, went out to Joyce to see some old roads I'd travelled, and took in the views at La Push. We even went by the site of the Pig Roast — not much to see there after all these years, but isn't that always the way with such stories? The most memorable parts are the ones you can never see.

In the big picture our trip was mostly uneventful — there were no breakdowns and a mild amount of on-road drama from oblivious drivers — but you wouldn't know that by our satisfied smiles. We'd had an absolute blast.

I had another reason to smile: I'd closed a loop, connected one family to another. It didn't matter that some were gone and they'd never actually meet; my sons had looked into the eyes of people that had been there, seen for themselves the tears, laughed at the stories. They'd walked the ground, ridden the roads. They had their own stories to tell, and now they had their own part of a bigger picture: the ongoing Ballad of Jimmy Bolin. 

*First Person is dedicated to readers of Cycle Canada. Tell us about a motorcycle trip, tale, or experience that you won't soon forget. Contributors will be paid \$100 upon publication. Send 1,000 words and a photograph to [cyclecanada@editionsjeanrobert.com](mailto:cyclecanada@editionsjeanrobert.com).*





## *40 YEARS OF LUXURY TOURING*



Join Honda in celebrating the release of our 40th Anniversary Gold Wing lineup, marking a milestone achievement in what can only be described as one incredible journey.





# /// BECAUSE STYLE MATTERS.

## TWENTY15 | BOLT C-SPEC

ALUMINUM CLIP-ON HANDLEBARS | TRADITIONAL FORK BOOTS | SPORTY FOOTPEG POSITIONING  
VINTAGE LOOKS. MODERN PERFORMANCE.

**CONQUER**ROAD



 **YAMAHA**  
*Revs Your Heart*